MICROFILM

START OF ROLL

ROLL NO.

80

Construction Contracts

F-300(7) Wallace Bridge-Sheridan Unit 1956
Falley Jct.-Sheridan Sec.,
#4645 Salmon River Hwy.

RECEIVED
APR 23 1958
FOR FILING

F 300(7)

4645

April 15, 1958

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

We are sending under separate cover three copies of final voucher No. F-300(7), Wallace Bridge-Sheridan Section in the amount of $27,356.00.

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

JWN:bb

RECEIVED
MAR 5 - 1958
FOR FILING

file

OREGON STATE HIGHWAY DEPARTMENT

(date) January 31, 1958

F-300(7)			
(CONTRACT NO.) 4145	(EST. NO.)	(CONTRACTOR)	
4645	9 Final	Roy L. Houck & Sons	
(VOUCHER NO.)	(WARRANT NO.)	(AMOUNT)	(DATE)
[illegible] 1473	H202863	$ 15,104.08	1-31-58

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

Gertrude Chapweske
ACCOUNTING DIVISION

Specified completion Date: Nov. 30, 1956

Time Extensions: Aug. 13, 1957

Completion Date: Aug. 13, 1957

Date Accepted: Feb. 27, 1958

Penalties: None of record

Claims: None of record

Remarks:

Date: Mar. 3, 1958

To the Accounting Division:

Release of the above warrant is hereby authorized

H. B. Glaisyer
Secretary

Warrant Mailed: MAR 3. 1958

NOTED ON CARD

RECEIVED
JAN 22 1958
FOR FILING

F-301(7)

4645

Jan. 20, 1958

CERTIFIED MAIL

General Casualty Co. of America
Portland Service Office
209 S. W. Fourth Ave.
Portland 4, Oregon

Attention: G. H. Burnett

Gentlemen:

State Highway Contract No. 4645 for work performed on the Wallace Bridge-Sheridan Unit, Valley Junction-Sheridan Section of the Salmon River Highway in Yamhill and Polk Counties was completed by the contractor, Roy L. Houck & Sons, on Aug. 13, 1957, but has not as yet been accepted by the Commission.

Final payment in the amount of $15,104.08 will be released to the contractor after acceptance by the Commission. The total contract amount is $373,510.62, of which amount $1,023.66 represents force account items.

The State is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the State assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

cm

NOTED ON CARD

cm

RECEIVED
DEC 31 1957
FOR FILING
F-300(7)
4645

December 26, 1957

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for Extra Work No. 1 covering the State's share of flagging costs on the Wallace Bridge-Sheridan Unit, Valley Junction-Sheridan Section of the Salmon River Highway in Yamhill and Polk Counties, Contract No. 4645, in connection with Federal Aid Project No. F-300(7).

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

Encl.

DBP:ia

RECEIVED
NOV 15 1957
FOR FILING

REFERRED TO Cooper
By State Highway Engineer

what if it had
Nunderment?

F-300(7)
4645

November 11, 1957

Mr. Ross Harris
Resident Engineer
Oregon State Highway Department
McMinnville, Oregon

Re: Wallace Bridge-Sheridan Unit
Salmon River Highway
Contract #4645
Additional Compensation for Extra Quantity of Excavation moved between Station 576 and 586.
(Refer to letter to Division Engineer of August 8, 1956 and reply dated August 17, 1956).

Dear Sir:

According to the re-measurement and calculations of the Resident Engineer of this project, the total quantity moved between Stations 576 and 586, totaled 38,921 cu. yds. The Bid, as indicated by the Plans, was 31,173 cu. yds., therefore, the increased yardage was 7,748 cu. yds. with a classification of solid rock requiring drilling and blasting.

In our bidding of this project, we classified the yardage between Stations 576 and 586 as 60% Rock and 40% Common and proposed to move the classified quantity at 90¢ per cu. yd. for the rock and 23¢ per cu. yd. for the common excavation. The 31,173 cu. yds. of rock balanced against the total yardage on this project, gave us a General Excavation Unclassified bid unit of 25¢ per cu. yd.

We claim compensation adjustment on 7,748 cu. yds. @ 90¢ per cu. yd. or $6,973.20. If this yardage has been included in previous estimates, this amount would be reduced to $5,036.20.

Yours very truly,

ROY L. HOUCK & SONS

By R L Houck

cc to Williams
cc to Edwards
cc to Walker
cc to Asbury

STATE HIGHWAY COMMISSION
OREGON
RECEIVED

NOTED
FORREST COOPER

RECEIVED
NOV 1 1957
FOR FILING

F-300(1)

4645

Nov. 1, 1957

CERTIFIED MAIL

General Casualty Co. of America
Portland Service Office
209 S. W. Fourth Ave.
Portland 4, Oregon

Attn.: G. H. Burnett

Gentlemen:

The State Highway Commission is prepared to release semi-final payment to Roy L. Houck & Sons in connection with Contract No. 4645, for grading on the Wallace Bridge-Sheridan Unit, Valley Junction-Sheridan Section of the Salmon River Highway in Yamhill & Polk County. This payment, in the amount of $8,188.88, will be released to the contractor on or after Nov. 11, 1957. The retained percentage is $11,084.74.

The State is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the State assumes no responsibility for such claims should there be any.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

ca

NOTED ON CARD

FORM S-128

CEIVED
EP 25 1957
OR FILING

300(7)

4645

Sept. 24, 1957

CERTIFIED MAIL

General Casualty Co. of America
Portland Service Office
209 S. W. Fourth Ave.
Portland 4, Oregon

Attn.: G. H. Burnett

Gentlemen:

It is the intention of the State Highway Commission to release to Roy L. Houck & Sons a portion of the funds heretofore retained by the Commission on Contract No. 4645, covering grading on the Wallace Bridge-Sheridan Unit, Valley Junction-Sheridan Section of the Salmon River Highway in Yamhill and Polk Counties.

This payment, in the amount of $19,662.39, reduces the retained percentage to 3% of the total amount earned by the contractor, or the sum of $10,831.47. The present payment will be released on or after October 4, 1957.

The State is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the State assumes no responsibility for such claims should there be any.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

en

NOTED ON CARD

FORM E-123

RECEIVED
SEP 16 1957
FOR FILING

COMMISSIONERS
CHAS. H. REYNOLDS, CHAIRMAN
LA GRANDE
M. K. McIVER, MEMBER
PORTLAND
ROBERT B. CHESSMAN, MEMBER
ASTORIA
H. B. GLAISYER, SECRETARY
SALEM

F-300(7)
4645

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

W. C. WILLIAMS
STATE HIGHWAY ENGINEER
FORREST COOPER
DEPUTY STATE HWY. ENGR.
LEONARD I. LINDAS
COUNSEL

Sept. 16, 1957

Roy L. Houck & Sons
1585 N. 20th St.
Salem, Oregon

Gentlemen:

The State Highway Commission at its meeting held on Sept. 12, 1957 had under discussion your request for an extension of time from Nov. 30, 1956 to Aug. 13, 1957 within which to complete your contract No. 4645, for the Wallace Bridge-Sheridan Unit, Valley Junction-Sheridan Section of the Salmon River Highway in Yamhill and Polk Counties.

We are pleased to inform you that the State Highway Commission granted your request. The Commission's action was based upon the recommendation of the State Highway Engineer, whose report on the subject considered but did not necessarily adopt any of the reasons given by you for failure to complete the project within the specified time limit.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

em

cc: Tom Edwards
J. D. Walker
Ross M. Harris

NOTED ON CARD

RECEIVED
AUG 20 1957
FOR FILING

August 19, 1957

Mr. C. G. Polk
District Engineer
Bureau of Public Roads
408 State Highway Building
Salem, Oregon

Dear Sir:

Will you kindly concur in an extension of time on the Valley Junction-Sheridan Contract No. 4645, Oregon F-300 (7), from November 30, 1956 to August 13, 1957 to Roy L. Houck & Sons, contractors.

Considerable difficulty was encountered in the various cuts on this section due to extreme moisture conditions necessitating the opening up and drying out of the materials before they could be properly handled. The contractor had adequate area prepared so that the surfacing contractor on this section was not delayed.

We have suffered no inconveniences nor added cost because of the overruns, and I recommend that the extension be granted without penalty.

Very truly yours,

W. C. Williams
Deputy State Highway Engineer

By

Ferrest Cooper
Deputy State Highway Engineer

cc to: Tom Edwards

Form E-1—10M—12-56

OREGON STATE HIGHWAY DEPARTMENT

Field Engineer's Weekly Report

FOR CONSTRUCTION PROJECTS ONLY

Section Valley Junction–Sheridan Sec.
Wallace Bridge–Sheridan Unit

Highway Salmon River County Yamhill & Polk

Contractor Roy L. Houck & Sons

Date of contract 3-9, 1956

Date work started 7-11, 1956

Project authorization $483,662
Exclusive of engineering $449,269

For Week Ending August 16, 1957

Kind of work Grading

Section prefix 36-1033

Contract number ~~1954~~ 4645

Date of completion
Specified work days ~~847~~ 11-30-56

Estimated date of completion
Work days used 8-13-57

Per cent of time elapsed 196 %

Estimated cost of completed project, exclusive of engineering $380,195.47

Estimated per cent ~~overrun~~ or underrun . . . . . 9 %

Per cent of contract completed, based on total contract price . . . . . 100 %

Engineering authorization $34,393

Engineering cost to date $39,990, 116 %

Date project was completed August 13, 1957

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

This project completed as of Tuesday August 13, 1957.

NOTED

Noted
M. N. Juve

Signed Tom M. Harris

Address P. O. Box 411 McMinnville

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

State Printing 136

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project	7.03	0.44			
Miles partially completed	0	0			
Miles completed	7.03	0.44			
Total estimated quantities (contract)	805,000	3,224			
Total quantities corrected to date	678,000	3,224			
Estimated quantities moved or placed to date	678,000	3,224			
Average daily quantities	0	0			
Average daily quantities necessary to complete project on time	0	0			
Number shifts per day					
Hours per shift					
Average force on project for week					
Men					
Supervision					
Men and trucks under 3 tons					
Men and trucks over 3 tons					
Men and tractors					

Equipment used during week: Shovels ....., Power graders ....., Rollers ....., Mixers ....., Crushing or screening plants .....

Compressors ....., Bulldozers ....., Compaction rollers ....., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday			
Monday	Cloudy		
Tuesday	Cloudy		
Wednesday	Cloudy		
Thursday	Cloudy		
Friday	Cloudy		
Saturday			

RECEIVED
AUG 14 1957
OFFICE OF
DIVISION ENGINEER
DIVISION NO. 2

RECEIVED
AUG 19 1957
FOR FILING

I
4645

August 16, 1957

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

This is to advise you that work was completed on August 13, 1957, on Contract No. 4645, Wallace Bridge-Sheridan Unit, Valley Junction-Sheridan Section, in Yamhill and Polk Counties, in connection with Federal Aid Project No. F-300(7).

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

cc: Clarence G. Swanson

DEP:ia

RECEIVED
FEB 11 1957
FOR FILING

F-300 (7)
4645

Salem, Oregon
January 24, 1957

Agenda Item 5-i

139

Mr. C. G. Swenson
City & County Relations Dept.
O f f i c e

MISC. CONTRACTS and AGREEMENTS No. 1711

Attached hereto is a conformed copy of a supplemental throughway agreement with Polk County covering the Wallace Bridge-Sheridan Unit of the Valley Junction-Sheridan Section of the Salmon River Highway in Polk County.

One fully executed copy of the above agreement has been retained in this office for the Commissinn's files and one fully executed copy has been sent to the County Court of Polk County.

Secretary

rn
Attach: 1

REFERRED TO
BY SECRETARY

AGENDA
JAN 22 1957
5-i

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
January 15, 1957

SUBJECT: Assignment No. 139

To: Mr. G. S. Paxson
O F F I C E

Attached are three copies of a supplemental throughway agreement covering the Wallace Bridge-Sheridan Unit of the Valley Junction-Sheridan Section of the Salmon River Highway in Polk County.

Two copies of the agreement have been executed by the Court and are now ready for presentation to the Highway Commission for signature. Both copies require your signature of approval.

This completes Assignment No. 139.

John D. Graham
Office Engr., County & City Relations

JDG:mm
Att.

APPROVED
ASST. STATE HIGHWAY ENGINEER
Date Jan 16 1957

(A)
2 COPIES TO BE SIGNED

RECEIVED
JAN 17 1957
OFFICE OF
STATE HIGHWAY ENGINEER

ASSIGNMENT

Date: 1/14/57 No. 139 By GLP

Description: Supplemental throughway agreement, Wallace Bridge-Sheridan Unit of Valley Junction-Sheridan Section, Salmon River Highway in Polk County.

Acknowledged by____ Referred to SWENSON ✓

__Investigate and report with recommendation
__Such action as necessary and report
__Comment or recommendation
__Return with rough draft of reply
__Prepare reply for signature of Mr._____
__Contact correspondent and report

Remarks: Mr. Graham already has two copies and is getting signatures.

Executed 1/16/57 gm Report Received_____

HIGHWAY DEPARTMENT

MENT CORRESPONDENCE

lem, Oregon
ary 11, 1957

Cooper

SUBJECT: Supplemental Throughway Agreement
Wallace Bridge-Sheridan Unit
Valley Junction-Sheridan Section
Salmon River Highway
Polk County

seven (7) copies of the agreement with
t.

Graham of the City and County Relations
so that he can get them executed by the
n. Inasmuch as only three (3) exhibits
pies do not contain such exhibits and
.

so called to the fact that this agreement provides that when the next westerly unit of the Salmon River Highway is completed and opened to traffic, a resolution should be passed by the Highway Commission returning jurisdiction of the county route mentioned in this agreement to Polk County. The agreement also calls for conveyance to the county of the rights-of-way acquired for the widening and reconstruction of the county road. I assume that County and City Relations Department will undertake the responsibility of seeing that the resolution and conveyance are prepared at the appropriate time.

Yours very truly,

Robert P. Amacher

ROBERT P. AMACHER
Assistant Attorney

RECEIVED
JAN 14 1957

RPA:bk
Enclosures

NOTED
FORREST COOPER

RECEIVED
JAN 14 1957
OFFICE OF
STATE HIGHWAY ENGINEER

FORM E20—12½M—6-55—66206

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
January 11, 1957

RETURNED TO Cooper

SUBJECT: Supplemental Throughway Agreement
Wallace Bridge-Sheridan Unit
Valley Junction-Sheridan Section
Salmon River Highway
Polk County

To: Mr. W. C. Williams
State Highway Engineer
O f f i c e

Dear Mr. Williams:

Enclosed herewith are seven (7) copies of the agreement with regard to the above named subject.

Please note that Mr. Graham of the City and County Relations Department has taken two copies so that he can get them executed by the Polk County Court this afternoon. Inasmuch as only three (3) exhibits were furnished, the enclosed copies do not contain such exhibits and such should be attached thereto.

Your attention is also called to the fact that this agreement provides that when the next westerly unit of the Salmon River Highway is completed and opened to traffic, a resolution should be passed by the Highway Commission returning jurisdiction of the county route mentioned in this agreement to Polk County. The agreement also calls for conveyance to the county of the rights-of-way acquired for the widening and reconstruction of the county road. I assume that County and City Relations Department will undertake the responsibility of seeing that the resolution and conveyance are prepared at the appropriate time.

Yours very truly,

Robert P. Amacher

ROBERT P. AMACHER
Assistant Attorney

RECEIVED
JAN 14 1957

RPA:bk
Enclosures

NOTED
FORREST COOPER

RECEIVED
JAN 14 1957
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
JAN 25 1957
FOR FILING

F 300(7)
4645

January 24, 1957

County Court of Polk County
Court House
Dallas, Oregon

Gentlemen:

We are enclosing herewith for the records and files of Polk County a fully executed copy of a supplemental throughway agreement between the State Highway Commission and Polk County covering the Wallace Bridge-Sheridan Unit of the Valley Junction-Sheridan Section of the Salmon River Highway in Polk County.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

rm
Enc. 1

RECEIVED
JAN 25 1957
FOR FILING

F 2.0.(7)
4645

January 24, 1957

County Court of Polk County
Court House
Dallas, Oregon

Gentlemen:

We are enclosing herewith for the records and files of Polk County a fully executed copy of a supplemental throughway agreement between the State Highway Commission and Polk County covering the Wallace Bridge-Sheridan Unit of the Valley Junction-Sheridan Section of the Salmon River Highway in Polk County.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

rm
Enc. 1

RECEIVED
JAN 18 1957
FOR FILING

R. E. RENNE, County Judge
A. W. YOUNGBERG, Commissioner
CHAS. TEEGARDEN, Commissioner

Court House
McMinnville, Oregon
Telephone 11751

Yamhill County

January 15, 1957

F 500 (7)

4 6 4

Cooper

STATE HIGHWAY DEPARTMENT
W. C. Williams, Engineer
Salem, Oregon

Dear Mr. Williams:

Enclosed, herewith, an approved copy of a letter of January 3, 1957, requesting permission to use a small section of road in Yamhill County in connection with the Wallace Bridge-Sheridan Section of the Salmon River Highway construction.

Trusting this will be in accordance with your wishes.

Very truly yours,

YAMHILL COUNTY COURT

R. E. RENNE
County Judge

RER:bp
nc.

RECEIVED
JAN 16 1957
OREGON
STATE HIGHWAY COMMISSION

NOTED
FORREST COOPER

FORM S-135 25M REVISED 8-56

COMMISSIONERS

BEN R. CHANDLER, CHAIRMAN
COOS BAY

CHAS. H. REYNOLDS, MEMBER
LA GRANDE

M. K. MC IVER, MEMBER
PORTLAND

H. B. GLAISYER
SECRETARY

W. C. WILLIAMS
STATE HIGHWAY ENGINEER

FORREST COOPER
DEPUTY STATE HWY. ENGR.

C. W. ENFIELD
CHIEF COUNSEL

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

January 3, 1957

RECEIVED
JAN - 7 1957
YAMHILL CO. COURT

County Court of Yamhill County
McMinnville, Oregon

Gentlemen:

The State Highway Department wishes to use the section of county road shown on the attached map as a haul road for material used in surfacing and paving the Wallace Bridge-Sheridan Section of the Salmon River Highway.

The Highway Department will maintain the section of road in a satisfactory manner during the period of use and will restore it to a condition at least equal to its original condition upon completion of hauling operations.

The purpose of this letter is to ask your approval of the use of the road under the terms and conditions stated herein. It would be appreciated if you would return an endorsed copy of this letter, which will serve as an agreement between the Highway Commission and the County covering the use of the road.

Very truly yours,

W. C. Williams
State Highway Engineer

Enclosure

APPROVED:

County Court of Yamhill County:

County Judge

County Commissioner

County Commissioner

Date: 1/9/57

Copy sent to Tom Edwards (Clarence Bruce also Walker)

FORM E-128 BSM REVISED 9-56

COMMISSIONERS
BEN R. CHANDLER, CHAIRMAN
COOS BAY
CHAS. H. REYNOLDS, MEMBER
LA GRANDE
M. K. MC IVER, MEMBER
PORTLAND
H. B. GLAISYER
SECRETARY

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

W. C. WILLIAMS
STATE HIGHWAY ENGINEER
FORREST COOPER
DEPUTY STATE HWY. ENGR.
C. W. ENFIELD
CHIEF COUNSEL

January 3, 1957

NOTED
W. C. WILLIAMS

County Court of Polk County
Dallas, Oregon

Gentlemen:

The State Highway Department wishes to use the section of county road shown on the attached map as a haul road for material used in surfacing and paving the Wallace Bridge-Sheridan Section of the Salmon River Highway.

The Highway Department will maintain the section of road in a satisfactory manner during the period of use and will restore it to a condition at least equal to its original condition upon completion of hauling operations.

The purpose of this letter is to ask your approval of the use of the road under the terms and conditions stated herein. It would be appreciated if you would return an endorsed copy of this letter, which will serve as an agreement between the Highway Commission and the County covering the use of the road.

Very truly yours,

W. C. Williams
State Highway Engineer

Copies sent to Edwards & Swenson (also Walker)
Enclosure

APPROVED:

County Court of Polk County:

C. M. Burnhart
County Judge

County Commissioner

Frank Crawford
County Commissioner

Date: _____

RECEIVED
JAN 3 1957
OREGON
STATE HIGHWAY COMMISSION

NOTED
FORREST COOPER

FORM B30—30M—11-56—90324

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
December 31, 1956

SUBJECT: Haul Roads, Yamhill and Polk Counties, Wallace Bridge - Sheridan Paving Project

To: Mr. Forrest Cooper
O F F I C E

Attached are suggested letters to Glenn Jacob and Lockwood Franklin, Yamhill and Polk County Engineers, relative to use of county roads for hauling roads on above named project. Mr. Ray Asburry has contacted these gentlemen regarding this matter and has their verbal approval pending receipt of this letter and approval of their respective County Courts.

Clarence G. Swenson

Clarence G. Swenson
Acting Engineer, County & City Relations

CGS:te
Att.

NOTED
FORREST COOPER

RECEIVED
DEC 31 1956
OFFICE OF
STATE HIGHWAY ENGINEER

Salem, Oregon
December 27, 1956

Wallace Bridge-Sheridan
Section

Mr. Clarence Swenson
County and City Relations Engineer

In connection with the surfacing of the Wallace Bridge-Sheridan Section, it will be necessary for the contractor to haul materials from a state-owned source in the vicinity of Buell. The logical hauling road for the bulk of the material would be northerly from Buell to the new facility slightly west of Sheridan over a county road under the jurisdiction of the County Courts of Polk and Yamhill Counties. The Highway Department will assume responsibility for maintenance of the highway during the construction period and will place it in good condition equal to its present shape upon completion of the work.

Will you please work out separate agreements with the two counties involved, covering the use of this road during our contracting period, which will be during the 1957 construction period. If you need additional details, secure them from the Construction Engineer.

Forrest Cooper
Deputy State Highway Engineer

FC:ms

cc Mr. Tom Edwards

Salem, Oregon
December 27, 1956

Wallace Bridge-Sheridan
Section

Mr. Clarence Swenson
County and City Relations Engineer

In connection with the surfacing of the Wallace Bridge-Sheridan Section, it will be necessary for the contractor to haul materials from a state-owned source in the vicinity of Buell. The logical hauling road for the bulk of the material would be northerly from Buell to the new facility slightly west of Sheridan over a county road under the jurisdiction of the County Courts of Polk and Yamhill Counties. The Highway Department will assume responsibility for maintenance of the highway during the construction period and will place it in good condition equal to its present shape upon completion of the work.

Will you please work out separate agreements with the two counties involved, covering the use of this road during our contracting period, which will be during the 1957 construction period. If you need additional details, secure them from the Construction Engineer.

Forrest Cooper
Deputy State Highway Engineer

FC:ms

cc Mr. Tom Edwards

FORM ESO—OOM—11-53—OCE24

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
December 20th, 1956

SUBJECT: Haul Road
Wallace Bridge-Sheridan
Surfacing Project

To: Mr. Forrest Cooper
Deputy State Highway Engineer
O f f i c e

Please note the attached from Ass't. Division Engineer Asburry having to do with the maintenance of the county road during surfacing of the Wallace Bridge-Sheridan Unit which is scheduled for early letting. A sketch showing the proposed quarry location is attached.

The project estimate includes an amount of $15,000 for maintenance of this road. I would recommend that County & City Relations initiate a firm agreement as requested by Asburry.

Tom Edwards
Construction Engineer

TE:AR
Enc.

RECEIVED
DEC 20 1956
OFFICE OF
STATE HIGHWAY ENGINEER

FILED
FORREST COOPER

FORM E30—50M—8-56—96684

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
December 17, 1956

SUBJECT: Haul Road
Wallace Bridge-Sheridan
Surfacing Project

To:

Mr. Tom Edwards
Construction Engineer
O f f i c e

The specified source of materials for the Wallace Bridge-Sheridan surfacing project is the State-controlled gravel pit near Buell. The most practical haul route for the majority of this material is over the county road leading from Buell to Sheridan.

Part of this road is in Polk County and part in Yamhill County. No doubt this road will show distress during the hauling of this material and the Counties would look to us for repairs. I would recommend this matter be turned over to the County and City Relations Department so that they can negotiate an agreement with the Counties involved regarding the use, maintenance and repair of this road during the time our contractor is using it.

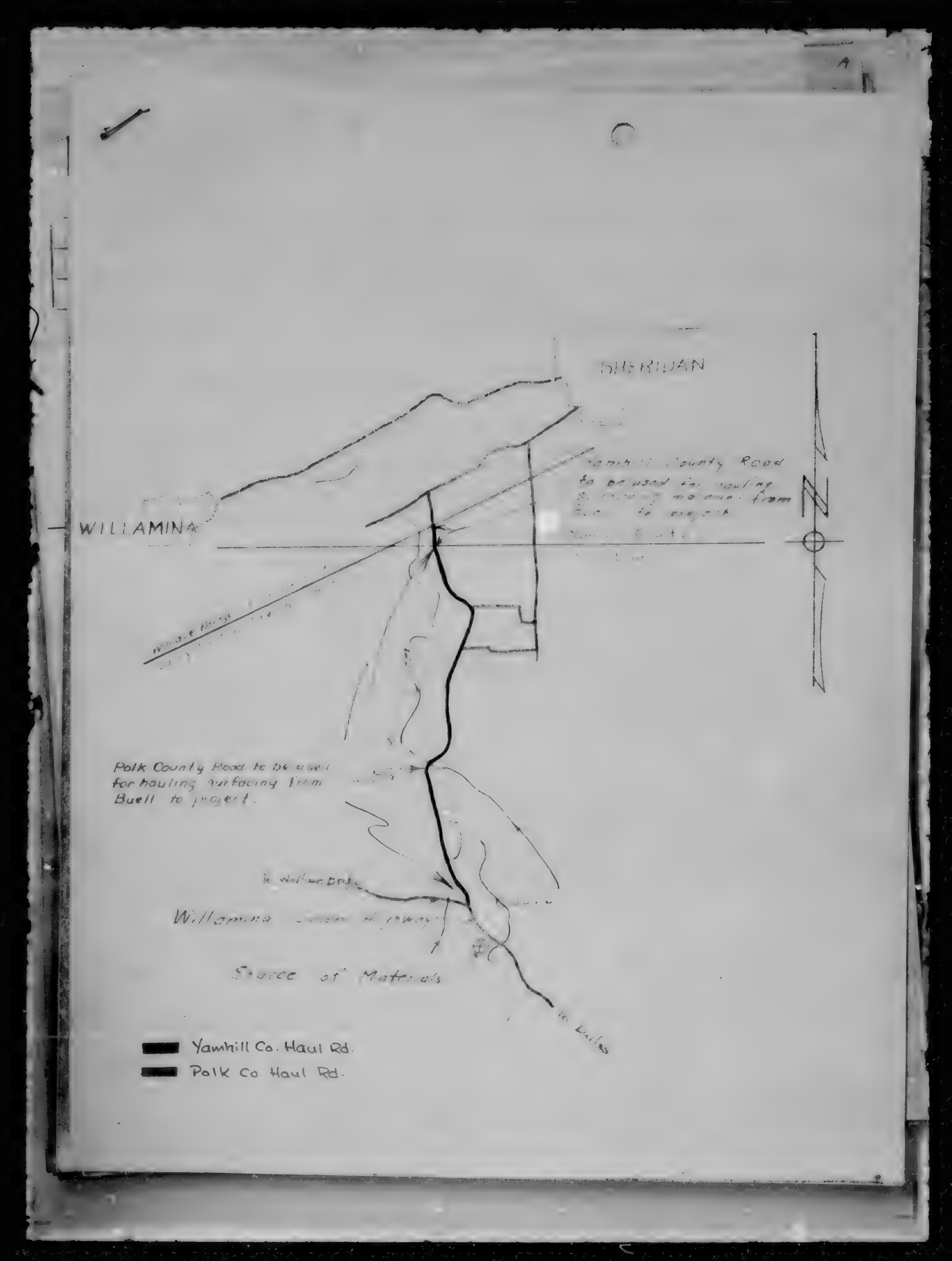
Attached is a sketch map showing the location of the county road, which will no doubt be used as a haul road.

J. D. Walker
Division Engineer

By R. D. Asburry

R. D. Asburry
Assistant Division Engineer

RDA:AM


SHERIDAN
WILLAMINA
Polk County Road to be used for hauling surfacing from Buell to project.
Source of Materials
Yamhill Co. Haul Rd.
Polk Co. Haul Rd.

RECEIVED
DEC 11 1956
FOR FILING

F-CC (7)
1645

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem Office
December 13, 1956

SUBJECT: File No. 25196
Wallace Bridge-Sheridan Section
Salmon River Highway
Contract No. 4645

To: Mr. L. H. Young
Assistant Construction Engineer
O f f i c e

Herewith I hand you for further processing original and two copies of letter received from Northwest Telephone Co., covering billing for moving of its facilities on the above titled project in the amount of $10,091.54.

It is noted that the original estimate of the work given by Mr. L. E. Whitaker, Plant Superintendent, was in the amount of $7,668.00.

J. W. DeSOUZA
Assistant Counsel

JWD:RN
ENCL.
cc: Mr. Forrest Cooper
Mr. J. D. Walker
Northwest Telephone Co.

RECEIVED
DEC 13 1956
OFFICE OF
STATE HIGHWAY ENGINEER

...TED
...PER

RECEIVED
1956
FOR FILING

F-300(7)

4645

CPRB-2286

State Oregon

Project No. F-300(7)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

PROJECT AGREEMENT

MEMORANDUM OF AGREEMENT made this 2nd day of November, 1956,

by and between The Oregon State Highway Commission

, constituting

for the purpose hereof, the Highway Department of the State of Oregon hereinafter called the Highway Department, and the Commissioner of Public Roads, Bureau of Public Roads, Department of Commerce, hereinafter called the Commissioner, pursuant to the provisions of the act of Congress approved July 11, 1916 (39 Stat., 355), and acts amendatory thereof or supplementary thereto:

Whereas the Highway Department of said State submitted on the 18th day of August, 1955, a program, which was approved on the 29th day of August, 1955, for the project hereinafter described; and

Whereas the Highway Department, in accordance with the regulations promulgated for the administration of the act, has furnished surveys, plans, specifications, and/or estimates for said project; and

Whereas the District Engineer of the Bureau of Public Roads approved said surveys, plans, specifications, and/or estimates on the 11th day of January, 1956, and the sum of two hundred sixty-seven thousand and 00/100

dollars ($267,000.00) as the share of the United States payable under said act on account of said project which does not exceed the authorized Federal pro rata share of the approved total estimated cost thereof:

Now, therefore, in consideration of the premises and of the several promises to be faithfully performed by each, as hereinafter set forth, the Highway Department and the Commissioner do hereby mutually agree as follows:

RECEIVED
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FOR FILING

I 300(7)

4645

CPR8-2286

State Oregon

Project No. F-300(7)

U. S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

PROJECT AGREEMENT

MEMORANDUM OF AGREEMENT made this 2nd day of November, 1956,

by and between The Oregon State Highway Commission

, constituting

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Whereas the Highway Department of said State submitted on the 18th day of August, 1955, a program, which was approved on the 29th day of August, 1955, for the project hereinafter described; and

Whereas the Highway Department, in accordance with the regulations promulgated for the administration of the act, has furnished surveys, plans, specifications, and/or estimates for said project; and

Whereas the District Engineer of the Bureau of Public Roads approved said surveys, plans, specifications, and/or estimates on the 11th day of January, 1956, and the sum of two hundred sixty-seven thousand and 00/100

dollars ($267,000.00) as the share of the United States payable under said act on account of said project which does not exceed the authorized Federal pro rata share of the approved total estimated cost thereof:

Now, therefore, in consideration of the premises and of the several promises to be faithfully performed by each, as hereinafter set forth, the Highway Department and the Commissioner do hereby mutually agree as follows:

-FUNDS AT THE DISPOSAL OF THE HIGHWAY DEPARTMENT

ARTICLE I. Funds for the use of the Highway Department for said project have been made available in the following manner, to wit:

(*a*) By the State Chapter 175, Laws 1917; Chapter 31, Laws 1920; Chapter 529, Laws 1939.
(Include date and citation of act of legislature by which authorized)

(*b*) From other sources

(State how placed under direct control of Highway Department)

WORK EMBRACED IN PROJECT

ARTICLE II. This agreement covers the following work as described in detail in said surveys, plans, specifications, and/or estimates:

Between Stations 223+00 and 594+00, south of Sheridan, , length 6.861 miles, in Polk and Yamhill Counties, Oregon, being Oregon project No. F-300(7), consisting of 6.861 miles of roadway and no bridges, ~~each~~ of more than 20 feet clear span, ~~aggregate length~~.

CHARACTER AND METHOD OF CONSTRUCTION

ARTICLE III. The Highway Department will construct or cause to be constructed to final completion said project, in strict compliance with said plans and specifications, which are by reference made a part hereof, under its direct supervision, which shall include adequate inspection throughout the course of construction, subject at all times to inspection and approval by the Bureau of Public Roads and in accordance with the laws of said State, Federal regulations hereinbefore mentioned, and the following conditions:

(*a*) It is agreed that the construction work on the project shall be performed by contract, unless the performance thereof by force account shall be approved by the Bureau of Public Roads.

UNITED STATES PRO RATA SHARE OF THE COST OF SAID PROJECT

ARTICLE IV. The United States pro rata share of the value of the labor and materials which shall be actually put into the work covered by this agreement shall not in any event exceed the sum of two hundred sixty-seven thousand and 00/100 dollars ($267,000.00), which does not exceed the authorized Federal pro rata share of four hundred thirty-two thousand, three hundred twenty-four and 20/100 dollars ($432,324.20), the approved total estimated cost of said project.

PAYMENTS

ARTICLE V. As the work on said project progresses, the Bureau of Public Roads shall from time to time submit vouchers to the Secretary of the Treasury for the payment to the State Treasurer (Official or depository) hereby designated by the Highway Department for that purpose and authorized under the laws of said State to receive public funds of the State of Oregon (Name) of such sums as shall not, together with previous payments, exceed the United States pro rata share as above specified, of the value, as determined by the Bureau of Public Roads after inspection and approval, of the labor and materials which have actually been put into said work in compliance with the requirements of Article III hereof.

The Commissioner reserves the right to withhold such sum as he may deem necessary to insure completion of the work in compliance with this agreement.

MAINTENANCE OF PROJECT

ARTICLE VI. The Highway Department will maintain said project in compliance with said act of July 11, 1916, and acts amendatory thereof or supplementary thereto, out of funds which have been or will be made available therefor by said State in the manner herein set forth, to wit: (Include reference to statute authorizing funds and probable amount annually available)

Chapter 529, Laws 1939.

The Highway Department will use every means within its power to insure proper and permanent maintenance of said project.

Showing of authority of the Highway Department to execute agreements will be found in the agreement for project No. 112.

In witness whereof the parties have hereunto affixed their signatures as of the day and year first above written.

OREGON STATE HIGHWAY COMMISSION
(Official title of Highway Department)

By _____

Chairman, State Highway Commission
(Title of officer)

RECOMMENDED FOR APPROVAL:

STATE HIGHWAY ENGINEER

By Chas. Raymond

Member, State Highway Commission
(Title of officer)

By M. K. McLean

Member, State Highway Commission
(Title of officer)

By _____

(Title of officer)

By _____

(Title of officer)

COMMISSIONER OF PUBLIC ROADS,

By _____

Division Engineer,
Bureau of Public Roads.

U. S. GOVERNMENT PRINTING OFFICE 10—11579-6

A4.52

OCT 24 1956

V/1

Oregon State Highway Department

Federal Aid
Project No. F-300(7)

WALLACE BRIDGE-SALEM SECTION OF THE
SALEM-RIVER HIGHWAY IN POLK AND
LINN COUNTY

(Estimate as a basis for project agreement. Based on low bid prices.)

Salem, Oregon, April 12, 1956

Type Code 0010
Roadway (Sta. 273+00 to Sta. 594+00) (Contract No. 4645)

All Required		Clearing and Grubbing	$	$ 13,000.00
4,800	cu.yds.	Drainage Excavation, Unclassified	1.50	7,200.00
76,300	cu.yds.	Special Borrow Excavation, Unclassified	0.22	16,786.00
724,400	cu.yds.	General Excavation, Unclassified	0.25	181,100.00
2,563,000	yd.sta.	Short Overhaul	0.005	12,815.00
40,000	C-yd.sta.	Long Overhaul	0.35	14,000.00
6.86	miles	Finishing Roadbed and Slopes	500.00	3,430.00
34,000	lin.ft.	Rounding Cutbanks	0.15	5,100.00
470	lin.ft.	78 Inch Corrugated Metal Pipe	44.00	20,680.00
160	lin.ft.	18 Inch Arch Type Corrugated Metal Pipe	4.00	640.00
18,700	lin.ft.	8 Inch Perforated Metal Drain Pipe	1.50	28,050.00
710	lin.ft.	12 Inch Concrete Pipe	1.85	1,313.50
4,000	lin.ft.	18 Inch Concrete Pipe	2.75	11,000.00
100	lin.ft.	24 Inch Concrete Pipe	3.60	360.00
220	lin.ft.	36 Inch Concrete Pipe	6.25	1,375.00
450	lin.ft.	48 Inch Concrete Pipe	10.00	4,500.00
230	lin.ft.	24 Inch Extra Strength Concrete Pipe	4.30	989.00
190	lin.ft.	30 Inch Extra Strength Concrete Pipe	5.65	1,073.50
1,900	cu.yds.	Special Backfill in Drains	4.25	8,075.00
390	cu.yds.	Class "A" Concrete	50.00	19,500.00
72,000	lbs.	Metal Reinforcement	0.13	9,360.00
5,200	rods	Type 2 Fence	3.75	19,500.00
22	only	14' x 50" Metal Gates	75.00	1,650.00
2,700	cu.yds.	Coarse Crushed Material in Base	2.50	6,750.00
850	cu.yds.	3/4"-0 Material in Base	3.00	2,550.00
90	M-gal.	Sprinkling	2.50	225.00
				$391,022.00
All Required		Flagging (57½ of Contractor's Cost)		2,000.00
		Subtotal		$393,022.00
		10% Engr. & Cont.		39,302.20
		Total		$432,324.20

Length of Roadway 6.861 mile
Length of 4 Structures 0.166 mile (Exceptions)
Total Length 7.027 mile
Cost of Roadway per Mile $63,011.83

Federal Funds	$267,000.00
State Funds	$165,324.20

Oregon State Highway Department

Federal Aid
Project No. F-300(7)

WALLACE BRIDGE-SHERIDAN SECTION OF THE
SALMON RIVER HIGHWAY IN POLK AND YAMHILL COUNTIES

(Estimate to accompany plans and specifications. Not as a basis for project agreement)

Salem, Oregon, December 1, 1955

Type Code 0010
Roadway (Sta. 223+00 to Sta. 594+00)

All Required	Clearing and Grubbing		$ 10,000.00
4,700 cu. yds.	Drainage Excavation, Unclassified	2.50	11,750.00
782,000 cu. yds.	General Excavation, Unclassified	0.35	273,700.00
2,537,000 yd. sta.	Short Overhaul	0.01	25,370.00
39,000 C-yd. sta.	Long Overhaul	0.40	15,600.00
6.86 miles	Finishing Roadbed and Slopes	750.00	5,145.00
34,000 lin. ft.	Rounding Cutbanks	0.17	5,780.00
460 lin. ft.	78 Inch Corrugated Metal Pipe	42.00	19,320.00
160 lin. ft.	18 Inch Arch Type Corrugated Metal Pipe	5.00	800.00
18,700 lin. ft.	8 Inch Perforated Metal Drain Pipe	2.25	42,075.00
1,050 lin. ft.	12 Inch Concrete Pipe	2.00	2,100.00
4,200 lin. ft.	18 Inch Concrete Pipe	3.25	13,650.00
280 lin. ft.	24 Inch Concrete Pipe	4.50	1,260.00
150 lin. ft.	36 Inch Concrete Pipe	8.50	1,275.00
350 lin. ft.	48 Inch Concrete Pipe	13.00	4,550.00
230 lin. ft.	24 Inch Extra Strength Concrete Pipe	5.25	1,207.50
190 lin. ft.	30 Inch Extra Strength Concrete Pipe	7.00	1,330.00
1,900 cu. yds.	Special Backfill in Drains	5.50	10,450.00
5,000 rods	Type 2 Fence	4.25	21,250.00
32 only	14' x 50' Metal Gates	50.00	1,600.00
2,700 cu. yds.	Coarse Crushed Material in Base	2.75	7,425.00
850 cu. yds.	3/4" - 0 Material in Base	3.00	2,550.00
90 M-gal.	Sprinkling	2.50	225.00
370 cu. yds.	Class "A" Concrete	45.00	16,650.00
59,000 lbs.	Metal Reinforcement	0.14	8,260.00
			$503,322.50
All Required	Flagging (57½ of Contractor's Cost)		2,000.00
	Subtotal		$505,322.50
	10% Engr. & Cont.		50,532.25
	Total		$555,854.75

Length of Roadway 6.842 Mile
Length of 4 Structures 0.185 mile (Exception)
Total Length 7.027 mile
Cost of Roadway per Mile $81,241.55

Federal Funds.....$333,000.00
State Funds..... 222,854.75
$555,854.75

Oregon State Highway Department

Federal Aid
Project No. F-300(7)

WALLACE BRIDGE-SHERIDAN SECTION OF THE

SALMON RIVER HIGHWAY IN POLK AND

YAMHILL COUNTY

(Estimate to accompany plans and specifications. Not as a basis for project agreement.)

Salem, Oregon, Jan. 10, 1956

Type Code 0010
Roadway (Sta. 223+00 to Sta. 594+00)

All Required	Clearing and Grubbing		$	$ 10,000.00
4,800 cu. yds.	Drainage Excavation, Unclassified		2.50	12,000.00
76,300 cu. yds.	Special Borrow Excavation, Unclassified		0.30	22,890.00
724,400 cu. yds.	General Excavation, Unclassified		0.30	217,320.00
2,563,000 yd. sta.	Short Overhaul		0.01	25,630.00
40,000 C-yd.sta.	Long Overhaul		0.40	16,000.00
6.86 miles	Finishing Roadbed and Slopes		750.00	5,145.00
34,000 lin. ft.	Rounding Cutbanks		0.17	5,780.00
470 lin. ft.	78-inch Corrugated Metal Pipe		42.00	19,740.00
160 lin. ft.	18-inch Arch Type Corrugated Metal Pipe		5.00	800.00
18,700 lin. ft.	8-inch Perforated Metal Drain Pipe		2.25	42,075.00
710 lin. ft.	12-inch Concrete Pipe		2.00	1,420.00
4,000 lin. ft.	18-inch Concrete Pipe		3.25	13,000.00
100 lin. ft.	24-inch Concrete Pipe		4.50	450.00
220 lin. ft.	36-inch Concrete Pipe		8.50	1,870.00
450 lin. ft.	48-inch Concrete Pipe		13.00	5,850.00
230 lin. ft.	24-inch Extra Strength Concrete Pipe		5.25	1,207.50
190 lin. ft.	30-inch Extra Strength Concrete Pipe		7.00	1,330.00
1,900 cu. yds.	Special Backfill in Drains		5.50	10,450.00
390 cu. yds.	Class "A" Concrete		45.00	17,550.00
72,000 lbs.	Metal Reinforcement		0.14	10,080.00
5,200 rods	Type 2 Fence		3.60	18,720.00
22 only	14'x50" Metal Gates		50.00	1,100.00
2,700 cu. yds.	Coarse Crushed Material in Base		2.75	7,425.00
850 cu. yds.	3/4" - 0 Material in Base		3.00	2,550.00
90 M-gal.	Sprinkling		2.50	225.00
				$470,607.50
All Required	Flagging (57½ of Contractor's Cost)			2,000.00
		Subtotal		$472,607.50
		10% Engr. & Cont.		47,260.75
		Total		$519,868.25

Length of Roadway	6.861 Miles
Length of 4 Structures	0.166 Mile (Exception)
Total Length	7.027 Miles
Cost of Roadway Per Mile	$75,771.49

Federal Funds	$322,000.00
State Funds	197,868.25
	$519,868.25

RECEIVED
AUG 21 1956
FOR FILING
F-300 (7)
4.1

FORM S-123 3000 REVISED 2-55

COMMISSIONERS
BEN R. CHANDLER, CHAIRMAN
Coos Bay
CHAS. H. REYNOLDS, MEMBER
La Grande
M. K. McIVER, MEMBER
Portland
H. B. GLAISYER
SECRETARY

STATE OF OREGON
1859

OREGON
STATE HIGHWAY DEPARTMENT
SALEM

R. H. BALDOCK
STATE HIGHWAY ENGINEER
W. C. WILLIAMS
1ST ASST. STATE HWY. ENGR.
W. W. STIFFLER
2ND ASST. STATE HWY. ENGR.
C. W. ENFIELD
CHIEF COUNSEL

August 17, 1956

The Western Union Telegraph Company
239 S. W. Broadway
Portland 5, Oregon

Attention: Mr. F. L. Sulloway

Re: Rearrangement-Western Union Facilities
Wallace Bridge-Sheridan Section
Salmon River Highway
Contract No. 4645

Dear Sir:

This is to request you to rearrange and raise your lines at the Sheridan Grade Crossing of the tracks of Southern Pacific Company on the above titled project.

In accordance with your letter of August 9, to Mr. David Moehring, at McMinnville, the estimated cost of the work will be $220.00, plus loadings on labor comprised of overheads and administrative costs, taxes on payrolls, allowance for vacations and holidays, supply expense and transportation costs on materials.

The Highway Commission will reimburse you for the costs indicated, but will not make reimbursement for any improvements in your facilities which are not rendered necessary by the work to be done.

Your cooperation in the matter will be very much appreciated.

Very truly yours,

J. W. DeSOUZA
Assistant Counsel

JWD:RN
cc: Mr. Forrest Cooper ✓
Mr. L. H. Young
Mr. J. D. Walker
Mr. David Moehring
Pux 158

NOTED

RECEIVED
AUG 17 1956
OFFICE OF
STATE HIGHWAY ENGINEER

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AUG 21 1956
FOR FILING

F 500 C1
4645

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
August 16, 1956

SUBJECT: Wallace Bridge-Sheridan Section
Salmon River Highway
Contract No. 4645

To:

Mr. C. W. Enfield
Chief Counsel

Office

Attention: Mr. J. W. DeSousa

In connection with the construction of the subject-named job, it is necessary to adjust the Western Union Telegraph Company's facilities at Station 536+38. These facilities parallel the railroad. Our crossing the railroad requires that these facilities must be raised and re-arranged. The estimate of cost, furnished by the Western Union people, for doing this work is $220. It is recommended that a letter be addressed to Mr. F. L. Sulloway, Area Superintendent, requesting that the necessary re-arrangement of facilities be made.

Attached hereto is Mr. Sulloway's estimate of cost and a sketch map showing the crossing.

This is clearly an obligation of the State to pay for this move. I am forwarding through regular channels State Force Order covering this work.

L. H. Young
Asst. Construction Engineer

LHY:ep

Encl.

cc - Forrest Cooper

RECEIVED
1956
OFFICE OF
STATE HIGHWAY ENGINEER

FORM E30—50M—11-55—60224

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
August 14, 1956

SUBJECT:

To: Mr. Tom Edwards
Construction Engineer
O F F I C E

Herewith, for your approval, an order for State Force Work to cover the adjusting of the Western Union facilities adjacent to the railroad crossing of the Wallace Bridge, Sheridan Section of the Salmon River Highway in Polk and Yamhill counties, contract No. 4645.

The existing pole line is on private property and an amount has been set up in the project authorization to cover the adjusting of utilities.

J. D. Walker
Division Engineer

By F. T. Lacey

F. T. Lacey
Division Office Engineer

FTL/jh

Encl.

RECEIVED
AUG 1 1956
OFFICE OF
CONSTRUCTION ENGINEER

THE WESTERN UNION TELEGRAPH COMPANY

240 S. W BROADWAY
[illegible] 3, OREGON

AUG [illegible], 1956

[illegible]

P.U.C. [illegible] - Grants
[illegible] - Southern Pacific - Sheridan, Oregon

Oregon State Highway Department
Box 411
McMinnville, Oregon

Attn: Mr. Dave Loehring

Gentlemen:

Please see my letter of [illegible] relative to the rearrangement of wire facilities to provide clearance over the new Salmon River Highway near Amity, Oregon.

Attached is sketch of proposed work necessary to provide clearance. Following is a breakdown of our estimated cost for having the work performed by a Southern Pacific Company construction crew.

Labor	$50.00
Material	[illegible].00
Meals and Equipment Rental	[illegible]
Total	[illegible].00

In addition to the above, there will be loadings on labor comprised of overhead and administrative costs, all taxes which are placed on payrolls, allowance for vacations and holidays; public expense and transportation cost on material.

Yours very truly,

T. L. Sullivan
Area Superintendent
Plant and Engineering

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AUG 10 1956
RESIDENT ENGINEER

FORM 8108

BINDING SPACE

WEST BOUND LANE

WEST BOUND SEPERATION

EAST BOUND LANE

EAST BOUND LANE

3

2

1

BT WC CL 5 20

122

USE POLE #3

163

BT WC CL 5 18

25

140

WC CL E 20

38

35

TRACK TO BE RAISED 6" AND HIWAY CROSSING TO GRADE

130

744

WC CL 5 20

25

35

140

100

27

-1

BT WC CL 5 20

10

25

155

-2

25

S.P. R.R.

D-

APPROVED

C-

APPROVED

B-

APPROVED

A-

DRAWING NUMBER -1

W. U. TEL. CO.

- PROPOSED LINE CHANGE -

WHITESON WILLAMINA LINE

CONSTRUCTION OF STATE HIGHWAY

SHERIDAN ORE.

INSPECTED 7-23-36

SCALE: NONE

DRAWN

TRACED

CHECKED

ECEIVED
AUG 21 1956
OR FILING

FORM E-90X—500M—11-55

300 (7)

11-15

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

August 16, 1956
Salem, Oregon

SUBJECT: Wallace Bridge-Sheridan Section
Salmon River Highway
Contract No. 4645

To:
Mr. J. D. Walker
Division Engineer
State Highway Department
O f f i c e

Reference is made to Density Determination of Soils tests made August 13, 1956 on the finished grade between Stations 327+00 and 337+50.

Two out of seven densities show that the required 95 percent relative density was obtained. The moisture content of the soil appears to be well within the range which will allow the specified density to be easily obtained without undue effort.

Will you please instruct the resident engineer to have the contractor exert sufficient compactive effort over the finished embankment surface to satisfy the specified relative density requirements.

When the resident engineer is satisfied, will you please instruct him to have confirming Density Determination Tests made.

Tom Edwards
Construction Engineer

By L. H. Young
L. H. Young
Ass't Construction Engineer

LHY-WCH:je

cc Forrest Cooper ✓
Ray Webber

NOTED

RECEIVED
AUG 16 1956
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
AUG 1 1956
FOR FILING
F-300 (7)
ELLIOTT B. CUMMINS
DISTRICT ATTORNEY
EARL A. NOTT 4645
H. W. DEVLIN
DEPUTY DISTRICT ATTORNEYS
6624
REFERRED TO
Cooper
BY DEPUTY STATE HIGHWAY ENGINEER

file

OFFICE OF
DISTRICT ATTORNEY
YAMHILL COUNTY
McMINNVILLE, OREGON

July 30, 1956.

Mr. W. C. Williams,
Deputy State Highway Engineer,
Oregon State Highway Department,
Salem, Oregon.

Dear Sir:

May I thank you for your letter of July 27, 1956, relative to the blasting incident on July 23 near Sheridan. Mr. Hord was in the office seeking a criminal complaint, and I persuaded him that perhaps the best procedure would be to call it to your attention. You will appreciate of course that I have made no investigation of the incident, but am simply relating to you Mr. Hord's version of the occurrence.

Very truly yours,

Elliott B. Cummins.
District Attorney.

EBC:de

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AUG 1 1956
FOR FILING

July 27, 1956

Mr. Elliott B. Cummins
District Attorney
Yamhill County
McMinnville, Oregon

Dear Sir:

Pursuant to your letter of July 24, I am having an investigation made of an alleged blasting incident on July 23 in which Mr. Bert Hord was showered with debris as a result of the contractor blasting without suitable warning or flagman on our current contract near Sheridan on the Salmon River Highway.

We are taking steps to see that there is no reoccurrence of such an incident. Apparently our state inspector was on another part of the job at the time this blasting was done.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Deputy State Highway Engineer

cc Mr. Bert Hord
Dayton, Oregon

Mr. Forrest Cooper

LHY:ep fn

FORM E-30X—50M—11-56—90229

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
July 26, 1956

SUBJECT: Wallace Bridge-Sheridan
Salmon River Hwy.

To:

Mr. J. D. Walker
Division Engineer

O f f i c e

I am forwarding herewith a copy of letter from Elliott B. Cummins, District Attorney for Yamhill County, in which he cites a serious occurence on July 23rd on the subject-named job in which the contractor set off a blast without giving proper warning or having a flagman stop traffic.

Will you please take every precaution to see that this sort of incident does not happen again. I suggest that you investigate the instant case. I believe a letter should be addressed to Contractor Houck warning him that such action cannot be tolerated.

Forrest Cooper
Construction Engineer

By

L. H. Young
Asst. Construction Engineer

LHY:ep

Encl.

cc - Mr. W. C. Williams

ASSIGNMENT

Date: July 25, 1956 No. 6624 By Drew

Description: Letter dated July 24, 1956, from Dist. Atty. Elliott Cummins of McMinnville, re complaint made by Bert Hord of Dayton wherein he alleges no flagmen and no signs were displayed warning motorists of blasting operations on Highway 18 east of Sheridan.

Acknowledged by____ Referred to COOPER

__Investigate and report with recommendation
__Such action as necessary and report
__Comment or recommendation
X Return with rough draft of reply
__Prepare reply for signature of Mr._____
__Contact correspondent and report

Remarks: Must be Houck blasting stumps

PLEASE RETURN TO
W. C. WILLIAMS

Executed 7-26-56 Report Received_____

OFFICE OF
CT ATTORNEY
AMHILL COUNTY
NNVILLE, OREGON

PLEASE RETURN TO
W. C. WILLIAMS

ly 24, 1956.

NOTED
W. C. WILLIAMS

regon, has complained to this
fect: That on July 23, 1956,
his wife were travelling in a
way #18 and had reached a point
ity of Sheridan where some State
is in progress. Mr. Hord
e were no flagmen and no signs
ng and that he was in the midst
with debris falling about and
on his automobile. The flagman on the job apparently was on the other side of the explosion. Mr. Hord complained to him, and said he was going to report the matter and the flagman told him to go ahead as it would not cost him anything.

I thought I should call this to the attention of your Department so that there would be no re-occurrence of this sort of thing.

Very truly yours,

Elliott B. Cummins.
District Attorney.

EBC:de

RECEIVED
JUL 25 1956
OFFICE OF
STATE HIGHWAY ENGINEER

OFFICE OF
DISTRICT ATTORNEY
YAMHILL COUNTY
McMINNVILLE, OREGON

ELLIOTT B. CUMMINS
DISTRICT ATTORNEY

EARL A. NOTT
H. W. DEVLIN
DEPUTY DISTRICT ATTORNEYS

PLEASE RETURN TO
W. C. WILLIAMS

July 24, 1956.

Mr. R. H. Baldock,
State Highway Building,
Salem, Oregon.

NOTED
W. C. WILLIAMS

Dear Sir:

Mr. Bert Hord of Dayton, Oregon, has complained to this office to the following effect: That on July 23, 1956, at about 2.15 p.m., he and his wife were travelling in a Westerly direction on Highway #18 and had reached a point a mile or so East of the City of Sheridan where some State Highway construction work is in progress. Mr. Hord represents to me that there were no flagmen and no signs giving any kind of a warning and that he was in the midst of an explosion of powder with debris falling about and on his automobile. The flagman on the job apparently was on the other side of the explosion. Mr. Hord complained to him, and said he was going to report the matter and the flagman told him to go ahead as it would not cost him anything.

I thought I should call this to the attention of your Department so that there would be no re-occurrence of this sort of thing.

Very truly yours,

Elliott B. Cummins.
District Attorney.

EBC:de

RECEIVED
JUL 25 1956
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
JUL 6 1956
FOR FILING

W. C. WILLIAMS

June 29, 1956

Northwest Telephone Company
Redmond, Oregon

Re: File No. 25196
Wallace Bridge-Cheridan Section
Salmon River Highway
Contract No. 4645

Gentlemen:

Advice has been received that, in connection with the above titled project, it will be necessary to move your telephone line and facilities between Stations 562 and 591. It is requested that you move and relocate the line in a proper location subject to reimbursement for necessary costs by the Highway Commission. It is to be understood, however, that reimbursement will not be made for any improvements in your facilities not made necessary by the moving work. It appears from a letter from Mr. L. E. Whitaker, Plant Superintendent, to David Yochuring, Box 411, McMinnville, Oregon, that your estimated cost to the State will be $7,668.00.

Very truly yours,

C. W. REXFIELD
Chief Counsel

By

J. W. DeSOUZA
Assistant Counsel

JWD:EC
cc: Mr. Forrest Cooper
Mr. J. D. Walker

FORM 830—80M—11-55—80824

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
June 25, 1956

NOTED
W. C. WILLIAMS

SUBJECT: Wallace Bridge-Sheridan Section
Salmon River Highway
Contract No. 4645

RECEIVED
JUN 25 1956
HWY. ENGR. DEPT.

PLEASE RETURN TO
W. C. WILLIAMS

To: Mr. W. C. Williams
Deputy State Highway Engineer

Office

I am forwarding through regular channels Order for State Force Work covering the moving of telephone poles which occupy private property that has been purchased by the Highway Department between Stations 562 and 591 on the subject-named job. This involves the relocation of .55 mile of telephone line and is estimated by the Northwest Telephone Company to cost $7,668.00.

It is the obligation of the Highway Department to pay for the moving of these poles. Therefore, I recommend that a letter be sent to the Northwest Telephone Company, Redmond, Oregon, requesting them to move this line and assuring them that we will pay for the cost of this revision, less any betterment involved.

Forwarded herewith is sketch map showing the location of this line and the proposed relocation; also estimate of cost by the telephone company.

L. H. Young
Ass't Construction Engineer

LHY:ep

RECEIVED
JUN 25 1956
OFFICE OF
STATE HIGHWAY ENGINEER

FORM E30—80M—11-55—90224

OREGON STATE HIGHWAY DEPARTMENT

36-1033

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
June 25, 1956

SUBJECT: Order for State Force Work
Wallace Bridge-Sheridan Section
Salmon River Highway

To: Mr. Forrest Cooper
Construction Engineer
O f f i c e

PLEASE RETURN TO
W. C. WILLIAMS

Herewith Order for State Force Work under Contract No. 4645 for moving of utilities on the subject project.

The sum of $1,500.00 was set up for this work so the balance will have to come from contingencies.

Also attached is an estimate of moving costs from the Northwest Telephone Company, together with a print of the proposed realignment of their facilities.

J. D. Walker
Division Engineer

By Maurice N. Juve

Maurice N. Juve
Assistant Division Engineer

MNJ:AM

RECEIVED
JUN 25 1956
OFFICE OF
CONSTRUCTION ENGINEER

JAMES W. WELLS
PRESIDENT
REDMOND, OREGON

R. M. CROCKETT
VICE PRESIDENT
REDMOND, OREGON

NORTHWEST TELEPHONE CO.

A LOCAL OREGON COMPANY
REDMOND, OREGON

June 14, 1956

David Mochring
Box 411
McMinnville, Oregon

Dear Sir:

The following is the estimated cost to relocate the Northwest Telephone Company facilities between engineering stations 591 and 562;

Actual Cost of Work Order	$8369.00
Less Accrued Depreciation and Salvage	701.00
Total Cost To State	$7668.00

Enclosed you will find print showing proposed plant layout. If this does not meet with your approval please contact me, phone 264, Redmond, Oregon. It will be necessary for you to expedite this at your earliest convenience for us to complete work per your request.

Very truly yours,

L. E. Whitaker,
Plant Supt.

LEW:vr

RECEIVED
JUN 15 1956
FOR FILING

F-300(7)

4645

June 14, 1956

Mr. C. G. Polk
District Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

This is to advise you that work was started on June 12, 1956 on Contract No. 4645, Wallace Bridge-Sheridan Unit, Valley Junction-Sheridan Section, in Yamhill and Polk Counties, in connection with Federal Aid Project No. F-300(7).

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Deputy State Highway Engineer

WCW:ch

RECEIVED
MAY 1 - 1956
FOR FILING

FORM E30—50M—11-55—30624

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
May 3, 1956

SUBJECT: Request of T. V. Newman to buy Hawthorne tree on right of way Wallace Bridge-Sheridan Project

To: Mr. D. H. Moehring
Resident Engineer
Oregon State Highway Department
117 Galloway Street
McMinnville, Oregon

I hand you herewith a letter from T. V. Newman of Amity regarding a Hawthorne tree on the right of way.

If this tree is to be removed in clearing, it would become the property of the contractor and if any disposition were made of it there would have to be some agreement between Mr. Newman and the contractor. Please have someone see Mr. Newman and advise him.

J. D. Walker
Division Engineer

JDW:AM
cc Mr. W. W. Stiffler

RECEIVED
MAY 1 1956
OFFICE OF
STATE HIGHWAY ENGINEER
NOTED
W. W. STIFFLER

Copy

Box 95
Amity, Oregon
5-1-56

State Highway Dept.,
Salem, Oregon.

To Whom it May Concern:

I live here in Amity and drive to Willamina for employment. I am observing your new bridge to by-pass Sheridan and Willamina on Route 18.

Close to the east end of where the bridge will connect the present hi-way is a small "Hawthorne" tree. What is to becoms of this tree? If it is to be cut down along with the other trees, I would like to have first choice to dig it up and reset it in my yard. Hoping to hear from you soon.

Yours truly,

T. V. Newman

NOTED
W. W. STAFFLER

RECEIVED
MAY 2 - 1956
FOR FILING

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
April 9, 1956

Copy made for Mr. Cooper.

SUBJECT: Drainage situation at crossing of Salmon River Highway over the Southern Pacific railroad

To: Mr. G. S. Paxson
Assistant State Highway Engineer
O f f i c e

In his letter to you of March 27, Mr. Cooper requested a review of the drainage situation at the crossing of the Salmon River Highway over the Southern Pacific railroad on the Wallace Bridge-Sheridan Unit, in view of a proposal tc lower the grade line to meet the existing railroad grade.

My letter of March 1 to Mr. Walker, concerning this and other drainage problems on the unit, did not give a detailed description and history of the condition at this site.

The drainage in question is that which originates in the watershed of Creek 1 (see attached sketch map), and that which originates in the triangle bounded by Bridge Street, the railroad, and the new highway line.

At one time the water from Creek 1 flowed from point A to point B by a natural channel and joined the then natural channel of Creek 2, thence by way of point C and Chandler Lake to South Yamhill River. Through the years, the channel from point A to point B has been cultivated out of existence.

The present drainage now consists of a culvert about 5' x 2½' under Bridge Street and to the east to the rear of the lots facing Bridge Street. The remainder of the drainage to point C is by ditch as shown. Two 24-inch pipes connect with the culvert and pass down the sides of Bridge Street to the river, serving as storm sewers en route. The low flow is handled by these pipes. As the flow increases, the ditch fills and then overflows. Apparently most of the overflow from the ditch flows over the field in the vicinity of the ditch or returns to the vicinity of the ditch west of our crossing of the railroad. During the flood of last December, the creek overflowed Bridge Street, the water being about six inches deep over the west curb and sidewalk. A substantial part of this water flowed into the ditch of Creek 2. I would estimate in a repetition of the flood of last December, with the fill in place, two-thirds of the water to be encountered would be in the vicinity of (say, within 200 feet of) the railroad and the remainder up line, principally in the vicinity of the line AB. Incidentally, there are very definite eroded streaks where the water flowed across the field.

The elevation of the railroad at our crossing is 183.51 feet. According to a flood profile furnished by Mr. Moehring, the water level at this point during the flood of last December reached an elevation of about 184.0 feet, or about six inches higher than the tops of the rails. If we meet the elevation

of 183.51 with our finished grade, the maximum usable depth of a box culvert in the ditch line and under our fill will be about two feet. I consider this inadequate. In my opinion, the combination of water converged at this point and an undersize culvert will be to force the water to a level higher than our grade elevation at much greater frequency than has occurred in the past. Consideration was given to possible drainage systems whereby the water level at the railroad crossing after construction could be held equal to or lower than the water level before construction for identical floods.

It does not seem practical to install enough pipe culvert across the field to accomplish this because of the distribution of the water.

The possibility of restoring the flow to the line AB was investigated. Mr. Moehring reports that residents in the vicinity of point A have requested of both County and City officials that the drainage in that vicinity be improved. The restoration of drainage to the line AB would involve improvement of the channel west of Bridge Street, a new culvert under Bridge Street through a city lot, probably under at least one building and a ditch to point B. Most of the channel from point B on Chandler Lake was inadequate under the conditions of last December and would require improvement to handle the additional water from Creek 1. The idea seems entirely impractical from our standpoint.

An outlet ditch along the north side of the highway from the railroad crossing to the river was again considered. During the flood of last December, the river reached a stage of 182.1 at our crossing. According to my frequency curve, it was somewhere between a 25- and 50-year flood. The record is too short to be more specific. A calculation for ditch requirement was based on the following assumptions:

1. That 300 c.f.s. must be handled.
2. That this discharge resulted in a stage at the railroad of 184.0 feet, which must be reduced after construction to 183.5 feet.
3. That a crest of 182.1 feet will be reached by the river simultaneously with the local drainage crest at the railroad, and
4. That the ditch will have a Manning's "n" of 0.030 which implies uniform construction and good maintenance.

On these assumptions, a ditch with 20-foot bottom, 2:1 side slopes and a 4-foot minimum depth would meet the requirement. Culverts in this ditch should be double 10' x 4'. An inlet ditch from about Station 514 to the railroad should also be provided.

I feel that a ditch system is the only satisfactory and practical solution to the problem of meeting the railroad grade, with reasonable assurance of freedom from roadway overflow. In fact, I feel that an outlet ditch is the only really satisfactory solution to the drainage problem with either grade line. The possibility of backing water into the low area in the vicinity

of Station 547-548 has been considered. During the flood of last December, river water overflowed through this draw. I estimate that this overflow starts at a river stage of about 180. The bottom of the draw is about 178 feet. If a flood crested at 180 feet and the draw were not already filled to that level by local runoff, the water would be raised to that level by the ditch. The chance of this combination is very remote.

Mr. Walker is considering the elimination of one or more of the culverts on the suggested outlet ditch. At his direction, Mr. Moehring is preparing a cost estimate.

Roy C. Edgerton

Roy C. Edgerton,
Research Engineer

FORM 820—50M—11-55—80224

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
March 27th, 1956

SUBJECT:

To: Mr. G. S. Paxson
Ass't. Highway Engineer
O f f i c e

For some time we have had under discussion the matter of the grade to be used at the railroad crossing southeasterly from Sheridan on the new location of the Salmon River Highway. As you know, a flood which occurred in the winter of 1955-56 inundated part of the railroad track and would have been above our suggested grade. The matter has been discussed at some length with the Southern Pacific Company with the final result that they will do nothing but allow us to raise their grade if we see fit - of course at our expense. It has been suggested that in lieu of this a slight dip be put in our grade to meet the existing top of rail. It has occurred to me that this might bring up some complications if and when high water again floods the area.

In this connection I would like to request that you have Mr. Edgerton secure data from this office with respect to this suggested grade revision and give us his comments and recommendations.

Forrest Cooper
Construction Engineer

FC:AR

cc to: W. C. Williams

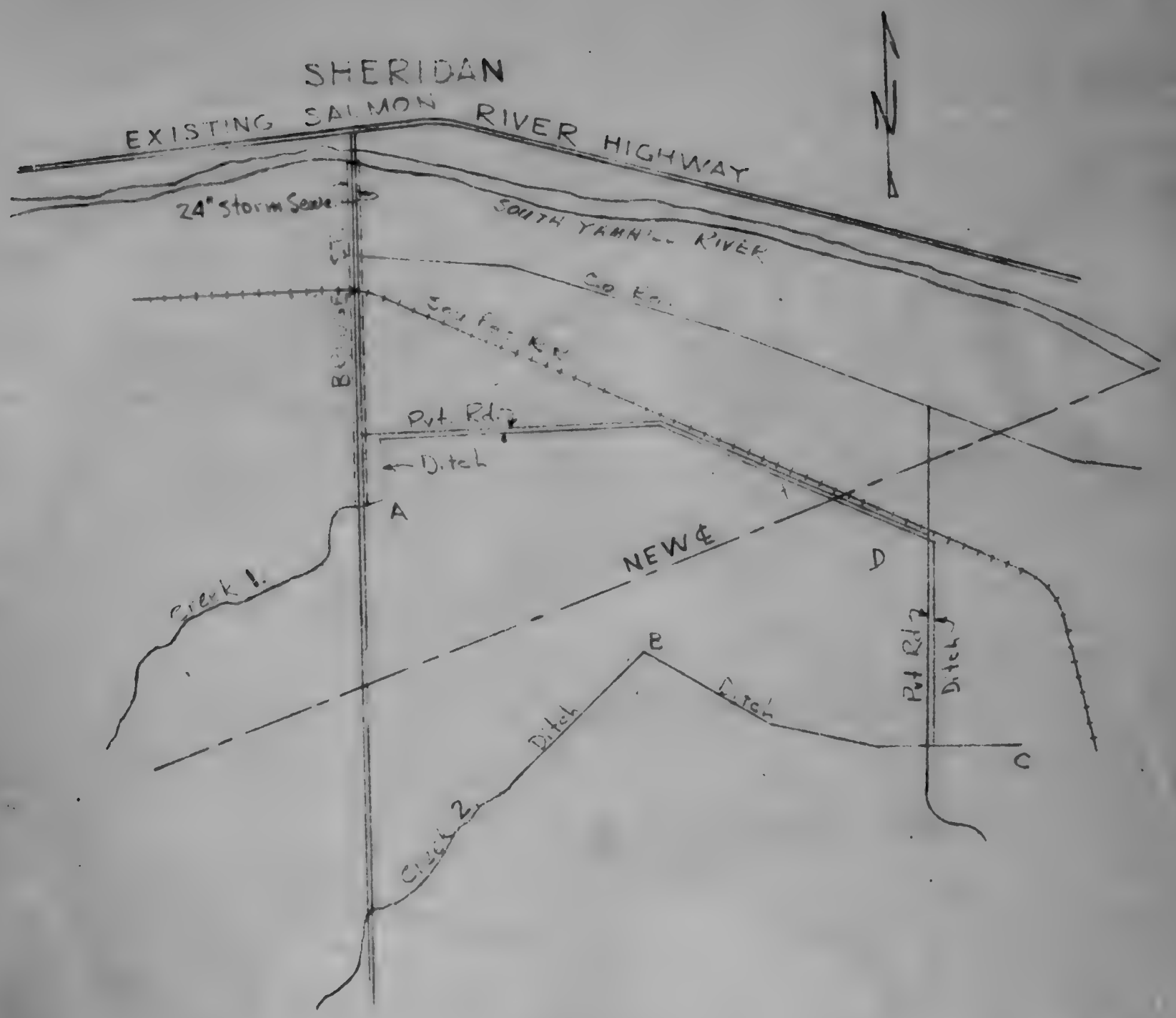
Edgerton

NOTED
ROY C. EDGERTON

RECEIVED
MAR 27 1956
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
G. S. PAXSON

SHERIDAN

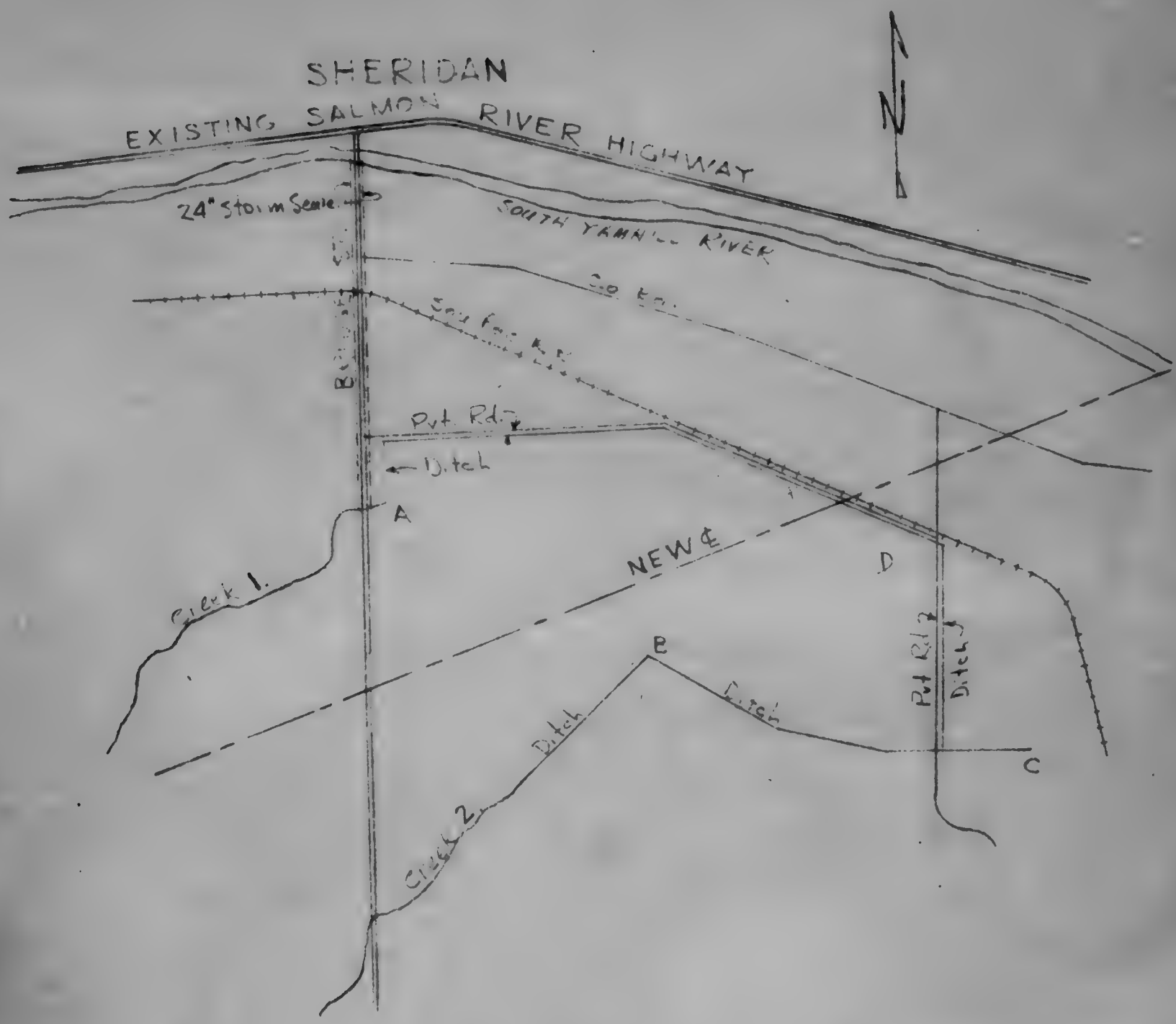


SKETCH MAP

SHERIDAN RR CROSSING

Scale: 1" = 1000' (approx)

RCE 4-4-56



SKETCH MAP

SHERIDAN RR CROSSING

Scale: 1" = 1000' (approx)

RCE 4-4-56

RECEIVED
APR 5 - 1956
FOR FILING

F-3[illegible]71
46-45

April 4, 1956

Roy L. Houck & Sons
1585 N. 20th St.
Salem, Oregon

Gentlemen:

We enclose herewith a fully executed copy of contract No. 4645, which was awarded to you by the State Highway Commission on March 9, for grading on the Wallace Bridge-Sheridan Unit, Valley Junction-Sheridan Section of the Salmon River Highway in Yamhill and Polk Counties.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours

H. B. Glaisyer, Secretary
OREGON STATE HIGHWAY COMMISSION

By

Floyd Query, Assistant Secretary

gl
encl.

RECEIVED
APR 11 1956
FOR FILING

March 9, 1956

Roy L. Houck & Sons
1585 N. 20th Street
Salem, Oregon

Gentlemen:

The State Highway Commission on January 26, 1956 accepted your proposal for grading the Wallace Bridge-Sheridan Unit, Valley Junction-Sheridan Section of the Salmon River Highway in Yamhill and Polk Counties for the sum of $391,022 and referred it to the State Highway Engineer with authority to award the contract to you as soon as certain conditions had been fulfilled. This note is to inform you that such conditions have now been satisfied and that the State Highway Engineer today awarded you the contract in conformity with the Commission's authorization. This project has been assigned Contract No. 4645.

Contract forms are now being prepared in this office and will be mailed to you shortly for execution.

This confirms my wire to you of this date.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

mm

cc: Forrest Cooper

R. G. Savage, SIAC

S. H. Probert

Pacific Builder & Engineer, Inc.
2418 Third Avenue
Seattle 1, Washington

Attention: Dorothy McCormack

RECEIVED
MAR 12 1956
FOR FILING

F-300(7)

4645

March 9, 1956

Mr. C. G. Polk
District Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Your concurrence as of today is requested in the award of contract for grading work on the Wallace Bridge-Sheridan Section of the Salmon River Highway in Yamhill and Polk Counties, Project F-300(7), to Roy L. Houck & Sons of Salem, Oregon, on the basis of $391,022.00 submitted on January 26, 1956.

All rights of entry required for this contract are acquired. The Public Service Commissioner has not yet issued his order authorizing the grade crossing at Station 536+40, but in lieu thereof, we are submitting herewith one copy each of our petition for the crossing and the railway company's letter advising that the company will enter no formal protest against the crossing.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Deputy State Highway Engineer

HEP:ia

Encls.

Southern Pacific Company

800 PACIFIC BUILDING, PORTLAND 4, OREGON

KOERNER, YOUNG, McCOLLOCH & DEZENDORF
GENERAL ATTORNEYS

January 11, 1956

Our File: F-2498

Honorable Chas. H. Heltzel
Public Utility Commissioner
Salem, Oregon

Re: In the Matter of the Application of the State of Oregon, by and through its State Highway Commission, for authority to construct a crossing at grade on the revised location of the Salmon River Highway with the tracks and right of way of the Willamina Branch of Southern Pacific Company, near Sheridan, known as the SHERIDAN GRADE CROSSING project, in the Northeast Quarter of the Southeast Quarter of Section 36, Township 5 South, Range 6 West, W.M., in Yamhill County, Oregon.
F-2498.

Dear Sir:

Southern Pacific Company will enter no formal protest in the above entitled proceeding and will not oppose the issuance of an order as prayed for in the petition.

Will you please advise this office of the hearing date.

Very truly yours,

KOERNER, YOUNG, McCOLLOCH & DEZENDORF

By EDWIN L. GRAHAM

Pax 158

BEFORE THE PUBLIC UTILITIES COMMISSIONER OF OREGON

In the Matter of the Application of the State of Oregon, by and through its State Highway Commission, for authority to construct a crossing at grade on the revised location of the Salmon River Highway with the tracks and right of way of the Willamina Branch of Southern Pacific Company, near Sheridan, known as the SHERIDAN GRADE CROSSING project, in the Northeast Quarter of the Southeast Quarter (NE¼ SE¼) of Section 36, Township 5 South, Range 6 West, W.M., in Yamhill County, Oregon.

PETITION

No._____

The petitioner herein respectfully represents:

I

That the name and address of your petitioner are State of Oregon, by and through its State Highway Commission, State Highway Building, Salem, Oregon.

II

That this petition is made under the authority of OCS, Title 31.

III

That the petitioner proposes the construction of a revised location of the Salmon River Highway between Valley Junction and Sheridan and that in connection therewith, it is necessary and desirable to construct a crossing at grade of the tracks of Southern Pacific Company as shown on print attached hereto entitled "Vicinity Map & Profile Railroad Grade Crossing-Station L-53644.19 Valley Junction-Sheridan Section Salmon River Highway".

IV

That the expense of the construction of a grade separation structure at said location is not justified at this time owing to the infrequency of train movements. It is represented that the installation of automatic traffic

signals will provide adequate protection for present traffic and increased traffic on either the highway or railroad, within the reasonably foreseeable future.

V

That the estimated average daily volume on the highway at the said proposed crossing will be 2,630 vehicles, based upon 1955 tabulations and estimates, which traffic will be subject to normal annual increases and that the average rail traffic at the said proposed crossing will not exceed four train movements per day.

VI

That the grade approaching the proposed crossing from both the east and west is a level grade and the sight distances at the proposed crossing will be as shown on the print attached hereto.

VII

That the petitioner proposes that the construction and maintenance of the said proposed crossing, including the things to be done in connection therewith be handled and the costs thereof borne as follows:

THINGS TO BE DONE BY STATE:

(a) Prepare plans and specifications and award a contract or contracts for the project.

(b) Except as hereinafter stated under Things To Be Done By Railroad Company, reimburse Railroad for all necessary expenditures in connection therewith, which reimbursement shall be made in accordance with the terms of Policy and Procedure Memorandum 30-3, issued by the Bureau of Public Roads August 15, 1955.

(c) Maintain the highway with its appurtenances and facilities, including the pavement between the rails of Railroad Company after completion of the project.

TITLES TO BE DONE BY RAILROAD COMPANY:

(a) Subject to reimbursement, remove the existing railroad right of way fences across the revised location of the highway right of way and reinstall the same along the highway right of way boundaries.

(b) Subject to reimbursement, provide and place railroad standard cattle guards at the intersections of the track of Company and the highway right of way boundaries.

(c) Subject to reimbursement, elevate any existing railroad communication lines or other lines occupying the railroad right of way so as to provide adequate clearances over the highway, if necessary.

(d) At its own cost and expense, provide and place preservative treated ties and guard rails across the surface of the highway roadbed between the roadbed shoulders.

(e) Subject to reimbursement, provide and place two Commissioner's Standard No. 2 automatic flashing light grade crossing signals, including track connections, at appropriate locations.

(f) At its own cost and expense, maintain, after construction, the railroad ties, rails, cattle guards, fences, automatic electric signals and other railroad appurtenances and facilities.

VIII

That the proposed construction is in the Northeast Quarter of the Southeast Quarter (NE¼ SE¼) of Section 36, Township 5 South, Range 6 West, W.M., in Yamhill County, Oregon.

WHEREFORE, petitioner prays for an order in accordance herewith and for such other and further orders as may be proper in the premises.

Dated at Salem, Oregon, this 2nd day of December, 1955.

STATE OF OREGON, by and through its State Highway Commission

By _____
Assistant Attorney General and Chief Counsel for the State Highway Commission

By _____
Assistant Counsel for the State Highway Commission

JMD:EN
12-2-55

RECEIVED
MAR 12 1956
FOR FILING
OREGON DISTRICT

F-300(7)
4645

08-35

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

406 STATE HIGHWAY BLDG.
SALEM, OREGON

March 9, 1956

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

As requested in your letter of today advising that all rights of entry have been acquired for Oregon Project F-300(7), Wallace Bridge-Sheridan Unit of the Salmon River Highway, we hereby concur as of this date in award of contract No. 4645 to Roy L. Houck and Sons of Salem, Oregon, low bidder in the amount of $391,022.00 at the January 26, 1956 bid opening.

Very truly yours,

C. G. Polk

C. G. POLK
District Engineer

RECEIVED
MAR 12 1956
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
MAR 13 1956
FOR FILING

1 300(7)
4645

Salem, Oregon
February 6, 1956

MISC. CONTRACTS and AGREEMENTS No. 1711

Agenda Item 4-e

Throughway Agreement - Yamhill County
Wallace Bridge-Sheridan Section
Salmon River Highway

Mr. John W. Cattrall
City & County Relations Dept.
Office

6080

Attached hereto is a conformed copy of a throughway agreement with Yamhill County covering the Wallace Bridge-Sheridan Section of the Salmon River Highway in Yamhill and Polk Counties.

A fully executed copy of the above agreement has been retained in this office for the Commission's files and one fully executed copy has been sent to the County Court of Yamhill County.

H. B. Glaisyer
Secretary

fn
Attach: 1

REFERRED TO
BY SECRETARY

Salem, Oregon
February 6, 1956

Agenda Item 4-c

Throughway Agreement - Polk County
Wallace Bridge—Sheridan Section
Salmon River Highway.

Mr. John W. Cattrall
City & County Relations Dept.
O f f i c e

Attached hereto is a conformed copy of a throughway agreement with Polk County covering the Wallace Bridge-Sheridan section of the Salmon River Highway in Polk and Yamhill Counties.

A fully executed copy of the above agreement has been retained in this office for the Commission's files and one fully executed copy has been sent to the County Court of Polk County.

H. B. Claisyer
Secretary

HBC
Attach: 1

FORM E-30X—80,000—10-54—79464

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

AGENDA
JAN 26 1956
4-O
4.0

Salem, Oregon
January 23, 1956

To: Mr. W. C. Williams
OFFICE

SUBJECT: Throughway Agreements
Wallace Bridge-Sheridan Section
Salmon River Highway
Polk and Yamhill Counties

REFERRED TO
Glaisyer
BY DEPUTY STATE HIGHWAY ENGINEER

Attached are three copies each of a throughway agreement covering the Wallace Bridge-Sheridan section of the Salmon River Highway in Polk and Yamhill Counties.

Two copies of each agreement have been executed by the Courts and are now ready for presentation to the Highway Commission. Both copies require your signature of approval.

John W. Cattrall
Engineer, County and City Relations

By John D. Graham

John D. Graham
Office Engineer

JDG:mm
Att.

(A)

2 agr
sign 2 agr

RECEIVED
JAN 24 1956
OFFICE OF
STATE HIGHWAY ENGINEER

4,0

1-26-55

W [illegible]

ASSIGNMENT

Date: 12-15-55 No. 6280 By WCW

Description: 6 copies each of throughway agreements covering the Valley Junction-Sheridan Section of the Salmon River Highway in Polk and Yamhill Counties.

Acknowledged by____ Referred to CATTRALL

__Investigate and report with recommendation
__Such action as necessary and report
__Comment or recommendation
__Return with rough draft of reply
__Prepare reply for signature of Mr._____
__Contact correspondent and report

Remarks:
For execution by County officials if okay.

W.C.W.

PLEASE RETURN TO
W. C. WILLIAMS

Executed_____ Report Received_____

HIGHWAY DEPARTMENT

MENT CORRESPONDENCE

lem, Oregon
mber 13, 1955

SUBJECT: Throughway Agreement - Polk County
Valley Junction - Yamhill County-
Valley Junction - Sheridan Section.

eer

six copies each of throughway agreements
on-Sheridan Section of the Salmon River
l Counties.

h agreement have attached exhibits. Please
elations Division attach copies of the
greements and forward a copy of the exhibit
be attached to the file copy of each

Yours very truly,

C. W. ENFIELD
Chief Counsel

By Robert P. Amacher
ROBERT P. AMACHER
Assistant Attorney

RPA:br
Encls. 12

PLEASE RETURN TO
W. C. WILLIAMS

RECEIVED
DEC 15 1955
OFFICE OF
STATE HIGHWAY ENGINEER

4.0
1-26-55

FORM E30—80M—10-54—79465

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
December 13, 1955

SUBJECT: Throughway Agreement - Polk County
Valley Junction - Yamhill County-
Valley Junction - Sheridan Section.

To: Mr. W. C. Williams
Deputy State Highway Engineer
O f f i c e

Dear Mr. Williams:

Attached hereto are six copies each of throughway agreements covering the Valley Junction-Sheridan Section of the Salmon River Highway in Polk and Yamhill Counties.

Three copies of each agreement have attached exhibits. Please have the County and City Relations Division attach copies of the exhibit to the remaining agreements and forward a copy of the exhibit to the Legal Department to be attached to the file copy of each agreement.

Yours very truly,

C. W. ENFIELD
Chief Counsel

By Robert P. Amacher
ROBERT P. AMACHER
Assistant Attorney

RPA:br
Encls. 12

PLEASE RETURN TO
W. C. WILLIAMS

RECEIVED
DEC 13 1955
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
FEB 7 1956
FOR FILING

P-3001(7)

4645

February 6, 1956

County Court of Polk County
Court House
Dallas, Oregon

Gentlemen:

We are enclosing herewith for the records and files of Polk County a fully executed copy of a throughway agreement between the State Highway Commission and Polk County covering the Wallace Bridge-Sheridan section of the Salmon River Highway in Polk and Yamhill Counties.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

rn
Enc. 1

RECEIVED
FEB 7 1956
FOR FILING

F 31c(2)
4645

February 6, 1956

County Court of Yamhill County
Court House
McMinnville, Oregon

Gentlemen:

We are enclosing herewith for the records and files of Yamhill County a fully executed copy of a through-way agreement between the State Highway Commission and Yamhill County covering the Wallace Bridge-Sheridan Section of the Salmon River Highway in Yamhill and Polk Counties.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

FM
Enc. 1

RECEIVED
FEB 3 1956
FOR FILING

F-300 (7)
4648
6353

February 1, 1956

Mr. and Mrs. Milo M. Elliott
Route 2, Box 217
Sheridan, Oregon

Dear Mr. and Mrs. Elliott:

In reply to your letter of January 28, I wish to advise that I am instructing our Resident Engineer, Mr. D. M. Moehring, to stake the boundaries of the tract which you recently sold to the Highway Commission so that no confusion will exist as to the location of the boundary lines.

Referring to the matter of your access point, no change is to be made. The wording in the deed is merely for the purpose of establishing your granted access at the point where it actually is constructed. I will ask Mr. Moehring to explain this to you also.

If you have any further questions, we will be glad to give you any information that you wish.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

H. C. Williams
Deputy State Highway Engineer

cc Mr. Forrest Cooper
Mr. D. M. Moehring
Mr. Gerald T. Harrington

RECEIVED
FEB 2 1956
FOR FILING

I-300(7)
4648
6353

February 1, 1956

Mr. and Mrs. Milo H. Elliott
Route 2, Box 217
Sheridan, Oregon

Dear Mr. and Mrs. Elliott:

In reply to your letter of January 28, I wish to advise that I am instructing our Resident Engineer, Mr. D. H. Moehring, to stake the boundaries of the tract which you recently sold to the Highway Commission so that no confusion will exist as to the location of the boundary lines.

Referring to the matter of your access point, no change is to be made. The wording in the deed is merely for the purpose of establishing your granted access at the point where it actually is constructed. I will ask Mr. Moehring to explain this to you also.

If you have any further questions, we will be glad to give you any information that you wish.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Deputy State Highway Engineer

cc Mr. Forrest Cooper
Mr. D. H. Moehring
Mr. Gerald T. Harrington

FORM E30—80M—2-55—62966

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
January 31st, 1956

W. C. WILLIAMS

SUBJECT: Milo H. and Clara M. Elliott
R/W 24319, Wallace Bridge-
Sheridan Unit

To: Mr. W. C. Williams
Deputy State Highway Engineer
O f f i c e

In reply to your Assignment #6353 which is attached to a letter from Clara Elliott of Sheridan and refers to right of way transaction 24319, I wish to advise that the confusion in this matter was caused by two things which I will attempt to explain.

The tract involved is the first one on the easterly end of the Wallace Bridge-Sheridan Unit on the northerly side. The tract is somewhat odd-shaped and was purchased for the purpose of relocation of a roadway that serves properties northerly from the Salmon River Highway. The area is 2.01 acres rather than 2.1 as stated by Mrs. Elliott. The right of way agent, Mr. Harrington, tells me that he pointed out to the Elliotts the easterly boundary of the tract substantially as it is. There was, however, some confusion caused by a stake on the northerly line of the tract which was not at the common junction of the northerly and easterly lines. I would suggest that we have the resident engineer stake the boundaries of the tract so that no confusion could exist in anyone's mind.

The confusion on the access matter was brought about by the fact that a few years ago when the right of way was acquired for the Deer Creek-Sheridan Section an access was granted to the Elliotts under a restricted access taking. When the approach was constructed the resident engineer, for reasons best known to himself, did not construct the approach at the granted point. As it was now necessary to acquire an adjacent tract from the Elliotts, it was thought best to cancel the previously granted access point and make a new grant at the point where the access actually was constructed. What this all boils down to is the fact that no change will be made in the Elliotts' approach.

I suggest that we have the resident engineer, Dave Moehring, stake the tract as noted above and explain the apparent discrepancy in the approach to the Elliotts. If this meets with your approval, please advise.

W. C. Williams - 2
1/31/56

I am attaching a suggested rough draft of a reply to Mrs. Elliott.

Forrest Cooper
Construction Engineer

FC:AR
Enc.

cc to: Earl Saling

RECEIVED
FEB 1 1956
OFFICE OF
STATE HIGHWAY ENGINEER

ASSIGNMENT

Date: January 31, 1956 No. 6353 By [illegible]

Description: Letter of January 28 from Milo M. and Clara M. Elliott, of Sheridan, asking that stakes be changed so they will know exactly where line is going to be before signing the papers they have.

Acknowledged by____ Referred to Cooper ✓

__Investigate and report with recommendation
XX Such action as necessary and report
__Comment or recommendation
__Return with rough draft of reply
__Prepare reply for signature of Mr._____
__Contact correspondent and report

Remarks: Confer with Porter if necessary.

WCW

PLEASE RETURN TO W. C. WILLIAMS

Executed 2-1-56 Report Received_____

ary 28, 1956
Sheridan Ore
2. Box 217

ay Dept.

NOTED
W. C. WILLIAMS

ETURN TO
LLIAMS

[illegible] received the
[illegible] address off
[illegible] our agent
[illegible] the stakes
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[illegible] ned have
[illegible] cher East.
[illegible] house
scarcely 50' from the right-
of-way. We have been waiting
for these stakes to be changed
so we can be sure where
we are located. but so far
they are where they were
when Harrington was here.

NOTED
FORREST COOPER

406 STATE HIGHWAY BLDG.
SALEM, OREGON

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20

File No. 24319.

January 28. 1956
Sheridan Ore
R. 2. Box 217

R. H. Baldock.
Oregon State Highway Dept.
Salem. Or

PLEASE RETURN TO
W. C. WILLIAMS

NOTED
W. C. WILLIAMS

Dear sir;
When we signed the option for the 2.1 acres off our property; your agent Harrington; said the stakes were not in the correct places. They should have been placed 40' farther East. this would put our house scarcely 50' from the right-of-way. We have been waiting for these stakes to be changed so we can be sure where we are located. but so far they are where they were when Harrington was here.

NOTED
FORREST COOPER

50

08 STATE HIGHWAY BLDG.
SALEM, OREGON

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We want to know exactly where this line is going to be and where the access will be. He stated you considered making the new access into our access. This would result in more confusion for us as our most western access is not where it was originally chartered to be, but to suit grading & expense & labor for you we let them put it directly south of the house. We Dont want to confuse the issue but we want to be fair and must know where your Eastern boundry of the 2.1 acre is going to be. We cannot have confusion about this matter as Mr. Elliott has'nt the strength to go thru another ordeal like the last time.

HIGHWAY BLDG.
REGON

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23

3/ — We will [illegible]ed the right of these deeds and papers until this is cleared up. We are not backing out of any thing. We simply feel we have the right to know how much of our property you intend to take.

Very sincerely
Milo H. & Clara M. Elliott

Phone. Thornwall 3-6153

RECEIVED
JAN 30 1956
OFFICE OF
[illegible]NEER

RECEIVED
JAN 18 1956
FOR FILING

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

408 STATE HIGHWAY BLDG.
SALEM, OREGON

OREGON DISTRICT
F-300(7)
4645

08-35

January 11, 1956

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

We have today approved revised P. S. and E. documents for Oregon Project F-300 (7), Wallace Bridge-Sheridan Unit, Valley Junction-Sheridan Section of the Salmon River Highway. This is your authority to advertise for bids.

Approval of P. S. and E. documents and authority to advertise for bids are given with the understanding that adequate protection in accordance with G.A.M. 63 will be provided at the railroad grade crossing near Sheridan.

Concurrence in award of contract will be withheld pending notification that all rights of way or rights of entry have been acquired and pending receipt of copies of the Public Utility Commissioner's Order to be issued following a hearing on the crossing.

Very truly yours,

C. H. POLK
District Engineer

RECEIVED
DEC 23 1955
FOR FILING

F-30(7)
4645

December 28, 1955

Mr. Fred C. King
c/o King Bros. Inc.
3500 S. E. 17th Avenue
Portland 2, Oregon

Dear Mr. King:

In your letter of December 27, 1955, just received, you inquire whether or not the contract for construction of the new highway between Sheridan and Valley Junction has been awarded, and you also ask for the name of the successful bidder.

This job was included in the Highway Commission's original notice to contractors listing the projects for which bids were to be received by the Commission on December 19 and 20, but was withdrawn for letting. It is my understanding that the project is to be readvertised for bids to be received at the January meeting of the Commission which is scheduled for the 26th and 27th of that month.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

HBG:jmc

KENNETH C. KING, VICE-PRESIDENT
[redacted], SECRETARY-TREASURER
R. E. BECKMAN

KING BROS. INC.
MANUFACTURERS & JOBBERS
Since 1910

TANKS - PIPE - BOILERS
SMOKESTACKS - REPAIRS

WELDING - PIPE DIPPING
TANK CALIBRATING - STRUCTURALS

EAst 7193 New number BElmont 2-7193
3500 S. E. 17TH AVE.
PORTLAND 2, OREGON

December 27, 1955

Oregon State Highway Commission
Salem
Oregon

Gentlemen:

RE: NEW HIGHWAY—SHERIDAN TO VALLEY JUNCTION

I am interested in knowing whether or not the contract has been let for this stretch of new highway, a distance of just under seven miles.

If so, please advise the name of the successful bidder.

Thank you for your cooperation.

Sincerely,

Fred C. King

FCK:JR

RECEIVED

ANSWERED
H. B. GLAISYER

RECEIVED
JUL 28 1955
FOR FILING

6/30/55
3j

July 7, 1955

Hon. Paul L. Patterson
Governor, State of Oregon
Capitol Building
Salem, Oregon

Dear Governor Patterson:

I have been requested by the State Highway Commission to give you an idea as to the number of acres of farm land that will be destroyed by the new location of the Salmon River Highway between Sheridan and Valley Junction.

A check of the records reveals that a total of 196 acres of either cultivated or fenced pasture land will be required for right of way having a minimum width of 200 feet. Of this total, 54 acres are situate between Wallace Bridge and Valley Junction, and 142 acres lie between Wallace Bridge and the eastern end of the project, which is approximately one mile east of the city of Sheridan.

Should you desire any further information on this subject, I shall be pleased to advise you upon request.

Very truly yours,

R. H. Baldock
State Highway Engineer

HBG:jmc

RECEIVED
JUN 29 1955
FOR FILING

Court
Filed
Salmon R. Hall

June 20, 1955

Oregon State Highway Commission

Gentlemen:

On the Summary of Unfinished Business of May 25, Item No. 9 pertains to the new location of the Salmon River Highway between Sheridan and Valley Junction. You instructed me to determine the number of acres of farm land that will be destroyed by the new location.

We have made a summary of the right of way and find that a total of 1[illegible] acres of either cultivated or fenced pasture land will be needed for the 80%-foot minimum right of way. Of this total, 5h acres are between Wallace Bridge and Valley Junction and 142 acres between Wallace Bridge and the end of the project, approximately one mile east of Sheridan.

Very truly yours,

R. H. Baldock
State Highway Engineer

WCWimm

cc Mr. W. C. Williams
Mr. C. W. Enfield

Aerial Photos
Sheridan-Valley Jct.

Estimate of right-of-way taking involving farm land either under cultivation or in cleared and fenced pasture.

West of Wallace Bridge:

75 Sta x 200' Min. = 34.4
50 Sta. x 170' " = 19.5
Total = 54 Acres

East of Wallace Bridge:

310 Sta. x 200' Min. = 142 Acres

} Based on Minimum Widths

Using 10% Allowance, totals are 60 A. & 160 A.

NOTED
W. C. WILLIAMS

OREGON STATE HIGHWAY DEPARTMENT

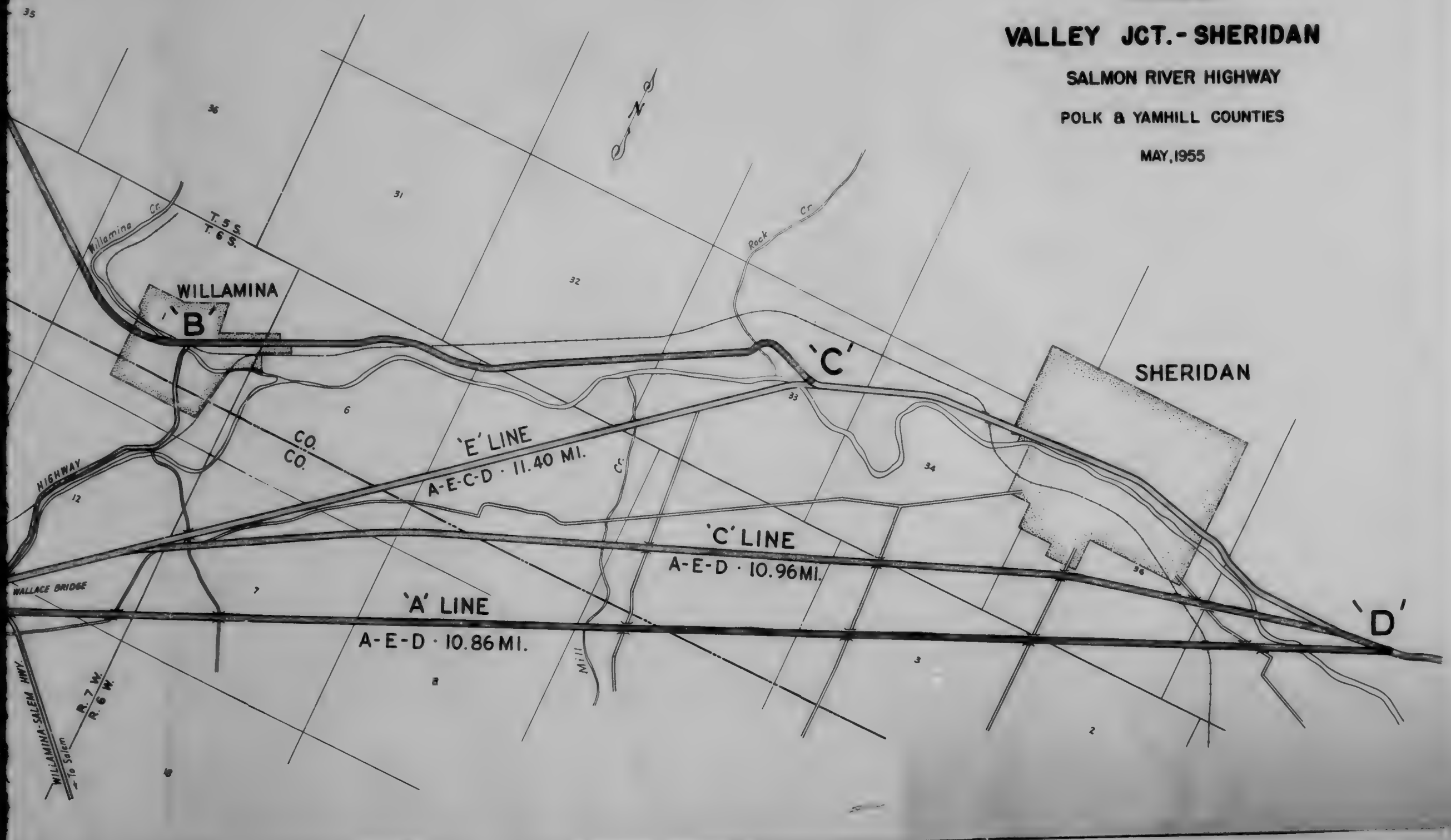
HEARING MAP

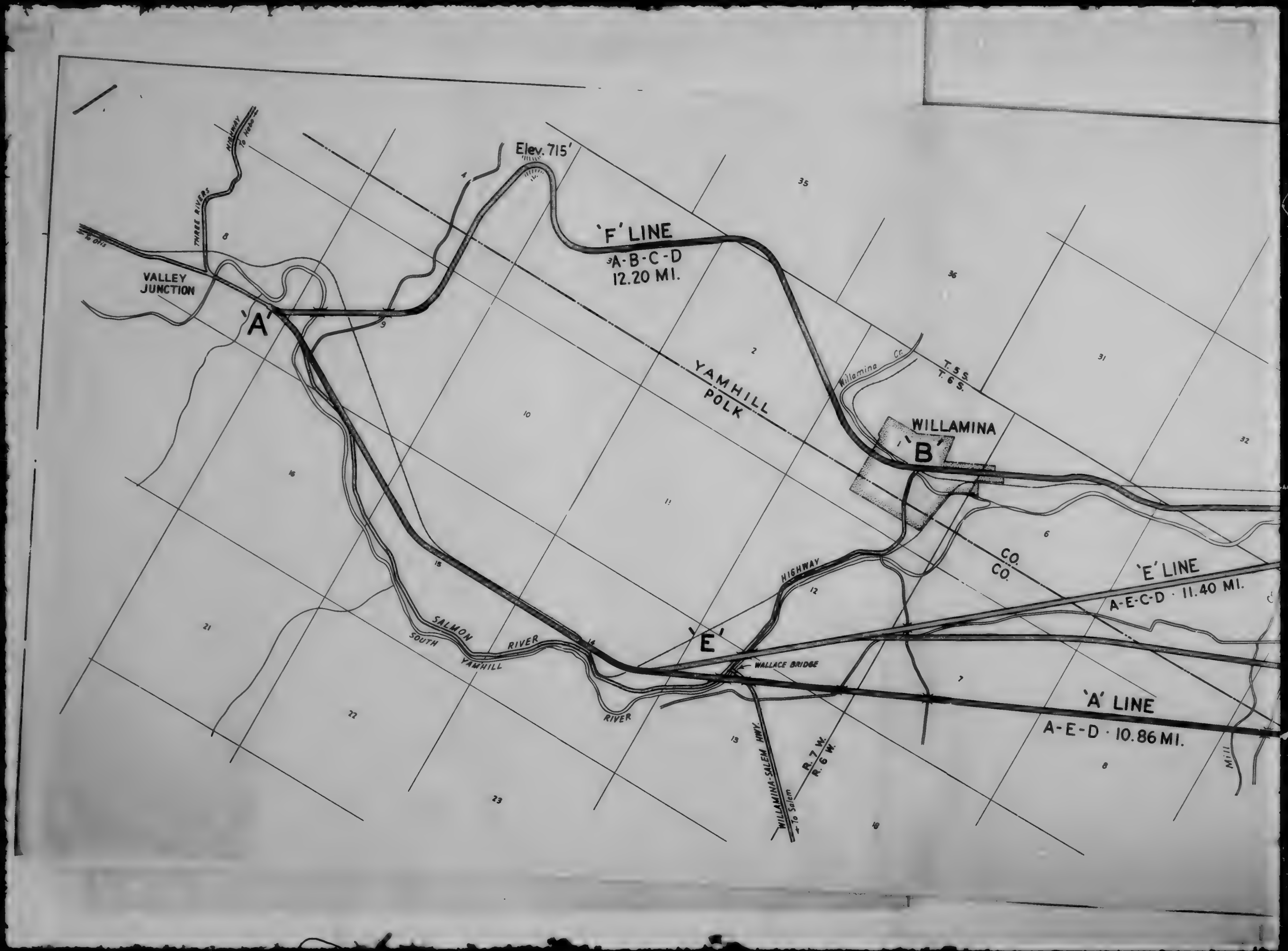
VALLEY JCT.- SHERIDAN

SALMON RIVER HIGHWAY

POLK & YAMHILL COUNTIES

MAY, 1955




Elev. 715'
'F' LINE
A-B-C-D
12.20 MI.
HIGHWAY
To Hebo
THREE RIVERS
To Otis
VALLEY
JUNCTION
'A'
YAMHILL
POLK
Willamina Cr.
T. 5 S.
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WILLAMINA
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CO.
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'E' LINE
A-E-C-D · 11.40 MI.
HIGHWAY
'E'
SALMON
SOUTH
YAMHILL
RIVER
RIVER
WALLACE BRIDGE
'A' LINE
A-E-D · 10.86 MI.
WILLAMINA-SALEM HWY.
To Salem
R. 7 W.
R. 6 W.
Mill
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RECEIVED
JAN 3 1956
FOR FILING

FORM E-80X—60,000—10-54—79484
F-3cc(7)
4645

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
December 23, 1955

SUBJECT: Wallace Bridge-Sheridan
Salmon River Highway

To: Mr. P. M. Stephenson
Bridge Engineer

O F F I C E

W. C. Williams

The programmed allocation for the subject-named section is $748,000. The grading and paving job which will be let at the next Commission Meeting is estimated to cost $540,000. leaving a balance of $208,000. for structures.

Will you please advise this office of the estimated cost of the structures contemplated on this section.

L. H. Young
Assistant Construction Engineeer

LHY:dt

cc - Mr. W. C. Williams
Mr. S. H. Probert

RECEIVED
DEC 1955
OFFICE OF

RECEIVED
DEC 11 1955
FOR FILING
OREGON DISTRICT
F-300(7)
4645

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

400 STATE HIGHWAY BLDG.
SALEM, OREGON

08-35

December 2, 1955

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

We have today approved the P. S. and E. documents for Oregon Project F-300(7), Wallace Bridge-Sheridan Unit, Valley Junction-Sheridan Section of the Salmon River Highway. This is your authority to advertise for bids.

Approval of P. S. and E. documents and authority to advertise for bids are given with the understanding that adequate protection in accordance with G.A.M. 63 will be provided at the railroad grade crossing near Sheridan.

Concurrence in award of contract will be withheld pending notification that all rights of way or rights of entry have been acquired and pending receipt of copies of the Public Utility Commissioner's Order to be issued following a hearing on the crossing.

Very truly yours,

C. G. Polk

C. G. POLK
District Engineer

Call for bids on this job was withdrawn on Dec. 13th.

RECEIVED
OCT 21 1955
FOR FILING
OREGON DISTRICT

F 300(7)

4145

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

408 STATE HIGHWAY BLDG.
SALEM, OREGON

08-35

October 19, 1955

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Your request of October 7, 1955 for Individual Project Program Change in Item 188, Project F-300(7), East Unit, Valley Junction-Sheridan Section, Supplement 20, Federal-aid Primary Highway Program, was approved effective October 13, 1955.

The total cost will now show $448,000; Federal funds $269,000; State funds $179,000; length 6.95 miles; and character of proposed work - grade and drain.

Very truly yours,

C. G. Polk

C. G. POLK
District Engineer

RECEIVED
OCT 19 1955
STATE HIGHWAY COMMISSION

S-65(3) Chehalem Mtn.-Newberg Sec. 1956

#4646

RECEIVED
FEB 13 1958
FOR FILING

February 11, 1958

Mr. Thomas Beaty
City Recorder
Newberg, Oregon

Dear Sir:

Reference is made to your letter of January 24 about the unpaid bill for supplies furnished to the Calkins Crushing Company on the Chehalem Mountain-Newberg Section of the Hillsboro-Silverton Highway, which was completed December 29, 1956.

Our records show that we paid the Calkins Crushing Company $2,555.80 for materials furnished to the contractor by the City of Newberg. I have advised Mr. Calkins that he has been paid for this material by the State and it is his obligation to reimburse the city. Your billing to the contractor includes $128.90 for repairs made necessary by Calkins' activities in closing out a road approach. Under our contract agreement this is an obligation of the contractor and I have advised him accordingly.

You refer in your letter to a prior letter written in December of 1956. We do not have a copy of this letter in our files and it is presumed that it was misdirected.

The bonding company for the Calkins Crushing Company was the United Pacific Insurance Company, Victor S. Risley Company, Agent., 808 Board of Trade Building, Portland 4, Oregon.

I am sure that this whole thing has developed through a misunderstanding of Mr. Calkins on what the State has reimbursed him for. I feel that he will take immediate steps to pay the City of Newberg for these materials which were supplied.

Very truly yours,

W. C. Williams
State Highway Engineer

cc Lloyd Calkins
Calkins Construction Company
Oceanlake, Oregon
Mr. Forrest Cooper with file - Mr. Tom Edwards
(Construction) fn

FORM E-123X 50M 8-57

COMMISSIONERS

CHAS. H. REYNOLDS, CHAIRMAN
LA GRANDE

M. K. McIVER, MEMBER
PORTLAND

ROBERT B. CHESSMAN, MEMBER
ASTORIA

H. B. GLAISYER, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

February 10, 1958

Mr. Loyd Calkins, dba
Calkins Crushing Company
Oceanlake, Oregon

Re: Chehalem Mt.-Newberg Section
Hillsboro-Silverton Highway
Contract No. 4646

Dear Mr. Calkins:

We are in receipt of a letter from the City of Newberg which calls our attention to the fact that they have not been paid for furnishing of materials in connection with the moving of the 10-inch water line along the roadway. Mr. Thomas Beaty, City Recorder, advises that upon writing to you regarding this obligation you replied that "The State is to take care of this, it wasn't in my contract."

In this connection I wish to advise that on Estimate No. 3 you billed us in the amount of $2,555.80, plus 5 per cent. We paid this bill covering this list of materials in the amount of $2,683.59. I am forwarding herewith a copy of the detailed invoice for materials secured from the City of Newberg and which we paid. The City of Newberg has also billed you for $128.90 for repairs made to a broken service which resulted from blading out a road approach with a dozer. This item of damage is your obligation under the contract and we look to you to reimburse the City for this additional amount.

I am writing Mr. Beaty this date apprising him of the above facts and furnishing him with the name of your bonding company. I trust that you will take care of the above matter immediately.

Very truly yours,

Tom Edwards
Construction Engineer

NOTED
FORREST COOPER

By

L. H. Young
Ass't Construction Engineer

LHY:jo

Encl.

cc Forrest Cooper

FORM E-30X—67,000—8-57—6984

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

.....

.....

Portland, Oregon
February 5th, 1958

To:

SUBJECT: Chehalem Mountain-Newberg
Contract 4646

Tom Edwards
Construction Engineer
State Highway Department
Salem, Oregon

Reference is made to your letter of January 29, 1958, together with a letter from the City of Newberg regarding payment for lowering a 10 inch water main on contract No. 4646, referred to in your letter as Carlton Junction-Newberg Section contract. This contract was known as the Chehalem Mt.-Newberg contract 4646, Calkins Crushing Company the prime contractor.

I have checked with Mr. Thomas Beaty, Recorder for the City of Newberg by telephone, and he has advised that he has received no payment from Calkins Crushing Company.

Enclosed herewith is a copy of the bill submitted with estimate No. 3, which was a basis of payment to Calkins Crushing Company for Extra Work Orders No. 1 and 2, both of which involved lowering of water mains and changing of services. Included in Calkins' billing was a bill from the City of Newberg for materials in the amount of $2,555.80 to which 5% was added apparently for the prime contractor. A portion of this was charged to Extra Work Order No. 1 in the amount of $1,925.02, and the remaining $758.57 was charged to Extra Work Order No. 2. Also enclosed is a copy of record of Extra Work Bills which was returned, showing corrected amounts as paid. Enclosed also is a copy of the final estimate release, which indicates that Calkins was paid the amount shown on the City of Newberg billing for materials.

Mr. Beaty advised that in addition to $2,555.80, they have billed Calkins for an additional $128.90, bringing their total billing to Calkins to $2,684.70. The additional $128.90 was for repairs made to a broken service which occurred when Calkins was blading out a road approach with a bulldozer, and broke a service connection in about July of 1956. This item is presumed to be the contractor's responsibility, and should not be included in payment from us.

Apparently Calkins Crushing Company has accepted payment for Extra Work Order Nos. 1 and 2, which includes material furnished by the City of Newberg, but has failed to reimburse the City of Newberg for their material.

Original Signed by A. E. Johnson

A. E. JOHNSON
Assistant Division Engineer

AEJ:w
Encl.
cc: James Cochell
Ed Hunter

CITY OF NEWBERG

NEWBERG, OREGON

January 24, 1958

PLEASE RETURN TO
FORREST COOPER

Oregon State Highway Department
Salem, Oregon.

Gentlemen:

In December of 1956, we wrote to your department, inquiring about the Calkins Crushing Company job on the Hillsboro Highway north of town.

We have repeatedly sent them statements on the job we had a part in, in moving the 10" water main along the roadway, and this month we sent them a request in the amount of $2684.70, computed by our Supt. as the cost of the job to the city.

We received this reply from Mr. Loyd Calkins: "The State is to take care of this, it wasent in my contract" , and signed Loyd Calkins.

We would certainly like to have an explanation, as to what we can expect, and who is responsible for payment. If your department requires an itemized list of materials and time, we can furnish it.

Yours very truly,
Thomas Beaty
Thomas Beaty, Recorder.

RECEIVED
JAN 27 1958
OREGON
STATE HIGHWAY COMMISSION

Calkins Crushing Co.

DREAMLOCK DEPOT

July 3, 1956

STATEMENT

OREGON STATE HIGHWAY COMMISSION
ACCOUNTING DIVISION
SALEM, OREGON

FORCE ACCOUNT WORK ON CONTRACT
NO. 4646, YAMHILL COUNTY
[illegible]-SILVERTON FREEWAY,
CHEHALEM MOUNTAIN-NEWBERG SECTION

Order No. 1 per attached statement
Order No. 2 per attached statement
City of Newberg per attached statement

Total

Calkins Crushing Co.

By

Calkins Crushing Co.

[illegible]

July 1, 1936

Oregon State Highway Commission
Accounting Division
Salem, Oregon

Force account work on contract
No. 4616 - Yamhill County
Willamina-Sheridan Highway
Grahalem [illegible]-Newberg Section
Order No. 1

LABOR

Bob Williams, foreman	40½ hrs.	@ [illegible]	121.50
	1½ hrs.	@ [illegible]	6.75
Harry Maddams, laborer	90 hrs.	@ [illegible]	193.50
	1½ hrs.	@ [illegible]	4.84
George Maddams, laborer	86 hrs.	@ [illegible]	197.80
	1½ hrs.	@ [illegible]	4.84
C.B. Greenlagar, Shov. Oper.	5 hrs.	@ [illegible]	13.65
	1½ hrs.	@ [illegible]	4.14
Keith McFarland, laborer	4½ hrs.	@ [illegible]	[illegible]
			[illegible]
Plus 15%			[illegible]

EQUIPMENT

10B Diesel fully operated with [illegible]	[illegible] hrs.	@ [illegible]	[illegible]
E.D.11 Allis Chalmers tractor with [illegible] bucket loader-fully operated [illegible] hrs.		@ [illegible]	[illegible]
			[illegible]
Plus 5%			[illegible]

[illegible]

[illegible] Crushing Co.
By Lyd Calkins

Calkins Crushing Co.

[illegible]

July 1, 19[illegible]

Oregon State Highway Commission
Accounting Division
Salem, Oregon.

Force account work on Contract
No. 4045 - Tillamook County
Hillsboro-Stimpson Highway
Cherriman Jct.-Nehalem Section
Spec No. 2

LABOR

Bob Williams, Foreman [illegible] 100.00
3 hrs. @ 4.50 [illegible] 9.00
Harry Knudsen, Laborer [illegible] 18.62
4 hrs.@ 3.25 [illegible] 12.90
George Muldrow, Lab. [illegible] 9.68
4 hrs. @3.25 [illegible] 12.90
C.D.Greenlaw, Mach. [illegible]
Chas. [illegible]

Plus 15%

EQUIPMENT

10-B Shovel fully operating with backhoe [illegible] 377.65
W.D. 11 Allis Chalmers [illegible] 18.75
bucket loader [illegible] 18.75
1 air compressor [illegible] 19.50
1 air tamper [illegible] 1.00
1 jack hammer 6 hrs. @ .65

MISCELLANEOUS

Move air compressor to job from Cherriman and return with pickup 3 hrs. @ 4.50 52.00
Going after jack hammer and air tamper to returning same - Anstey & Tweitmeyer pickup same 2 hrs. @ 4.00 8.00
Move 10-B shovel from Hollywood to job and return 7 hrs. @ [illegible] [illegible]

Plus 5%

Total [illegible]

Calkins Crushing Co.

By [signature]

Calkins Crushing Co., Cit[illegible] [illegible] 7/3/[illegible]

3/4 in.	Gal. Ell	1	@ [illegible]	$	1.75
3/4 in.	Gal. St. Ell	[illegible]	[illegible]		[illegible].00
1/2 in.	Gal. Ell	1	[illegible]		.2[illegible]
1 in.	Gal. Ell	[illegible]	[illegible]		[illegible].75
1 in.	Gal. St. Ell	[illegible]	[illegible]		2.25
2 in.	Gal. Ell	[illegible]	[illegible]		4.35
1/2 x 3/4 in.	Gal. Ell	[illegible]	[illegible]		1.80
1 x 1 1/4 in.	Gal. Ell	[illegible]	[illegible]		4.20
1/2 x 3/4 in.	Gal. Bushing	[illegible]	[illegible]		.30
3/4 x 1 in.	Gal. Bushing	[illegible]	.30		.30
3/4 x 2 in.	Gal. Nipple	[illegible]	.15		.15
3/4 x 3 1/2 in.	Gal. Nipple	[illegible]	[illegible]		[illegible]
3/4 x 6 in.	Gal. Nipple	[illegible]	.20		.60
2 x 6 in.	Gal. Nipple	1	.90		.90
3/4 in.	Gal. Tee	1	.40		.40
1 x 3/4 in.	Gal. Tee	[illegible]	.65		[illegible]
1 x "	Gal. Coupling	1	.20		.20
2 "	Gal. Coupling	[illegible]	.50		.50
2 "	Service Clamp	[illegible]	[illegible]		[illegible]
2 "	Dresser Coupling	[illegible]	[illegible]		[illegible]
10 "	C.I. Dresser Coupling	[illegible]	[illegible]		[illegible]
10 "	C.I. Bend Hub	[illegible]	[illegible]		[illegible]
[illegible] "	Brass Ell	[illegible]	.60		.60
3/4 "	Plastic Union	[illegible]	.60		1.20
3/4 "	Plastic Connection	[illegible]	.60		1.20
3/4 "	Meter Coupling	1	1.00		1.00
1/2 x 3/4 "	Meter Bushing	2	.50		1.00
	Meter Box	[illegible]	[illegible]		[illegible]
3/4 "	Angle Stop [illegible]	[illegible]	[illegible]		[illegible]
3/4 "	Angle Stop [illegible]	[illegible]	3.00		3.00
3/4 "	Stop & Waste [illegible]	1	3.40		34.00
5/8 "	Corp. Stop [illegible]	1	2.50		2.50
3/4 "	Corp. Stop [illegible]	[illegible]	3.15		15.75
3/4 "	Corner Fitting [illegible]	1	1.95		1.95
3/4 "	Corner Fitting [illegible]	17	1.20		20.40
3/4 "	Corner Fitting [illegible]	[illegible]	1.20		7.20
3/4 "	Corner Fitting [illegible]	[illegible]	1.20		[illegible].00
3/4 "	Corner Fitting [illegible]	[illegible]	[illegible]		31.00
1 "	Corner Fitting [illegible]	1	[illegible]		[illegible]
1 "	Corner Fitting [illegible]	[illegible]	1.75		[illegible]
3/4 "	Plastic Pipe	[illegible] Ft.	.15		2.[illegible]
2 "	Gal. Pipe	[illegible] Ft.	.60		11.4[illegible]
10 "	C.I.M.J. Pipe	[illegible] Ft.	[illegible]		[illegible]
3/4 "	Copper Pipe	[illegible] Ft.	.70		513.20
1 "	Copper Pipe	[illegible] Ft.	.60		[illegible].60
1 1/2 & 2 "	Pumps	[illegible] hr.	1.00		[illegible].00
1/2 ton	Truck & Tools	[illegible] hr.	[illegible]		197.50
	Labor	[illegible] man hr.	1.75		309.25
	Lumber				5.00
					2,555.80
	Plus %				[illegible]
	Total				[illegible]

Calkins Crushing Co.

By [illegible]

This copy for
Contractor ☐
Division Engineer ☐
Resident Engineer ☐
Salem Office ☐

OREGON STATE

RECORD OF EXTRA WORK BILLS

Estimate No. 3

Contract No. 1846

Extra Work Order No.					
1					
2					

Resident Engineer

Mail Address

Total

Total previously paid

EXTRA WORK

Beginning with the first monthly estimate with which extra work bills are submitted, each and every monthly estimate must be accompanied by a report on this form. Resident Engineer shall submit reports to Salem Office, retaining one copy. Salem Office after supplying information as to bills passed for payment returns one copy to Resident Engineer, retaining the fourth copy for its files. Only those extra work bills which have been approved by the Commission will be listed on estimates. Bills not approved will be returned to Resident Engineer with explanation. Bills not approved by the Commission may be submitted on subsequent estimates.

Form F-23—324-4-48

Final Estimate Release

STATE OF OREGON—HIGHWAY DEPARTMENT

Job Chehalem Mountain-Newberg County Yamhill

Type of Work Grading & Paving

Contractor Calkins Crushing Co.

Date 3-9-56 Prefix 136-1034 FAP S-65(3) Contract No. 4646

Specified Date of Completion 9-30-56 Work Completed 12-29-56

Time Extension Approved 1-22-57 to 12-29-56

Accepted by Commission 1-22-57 Penalty None

Release by Accounting Division 3-25-57 Date of Final Voucher 3-22-57

Unit Prices Checked with Contract 3-22-57 Checked with Cost Books 3-22-57

EXPENDITURE AUTHORIZATIONS		EXPENDITURES TO DATE		EXPENDITURES TO COMPLETE	
Contract Amount	112,128.00	Paid Contractor	133,551.90		
Anticipated Items	4,800.00	Final Estimate	5,360.12		
Subsequent Authorizations	29,300.00	Total	138,912.02		
Contingency Allowance	5,261.76	Add for Deductions	-		
Contract Cost	151,489.76	Contract Cost	138,912.02		
Engineering	9,354.24	Engineering	15,870.25	Engineering	100.00 *
State Force	-	State Force	201.00	State Force	6,522.44
Total	160,844.00	Total	154,983.27	Total	6,622.44
Total Original Authorization	131,544.00	Sale/Transf. Cr.	-		
		Extended to Date	154,983.27	Anticipated Final Cost	161,605.71 + 0.47

Deduction Items:

PRICE AGREEMENTS, EXTRA WORK AND STATE FORCE ITEMS

Order No.	Date	Description of Work	Authorized	Est. Final Cost
		Anticipated Items:		
PA 1	6-29-56	Reset Mail Boxes (300)	300.00	300.00
EWO 2	5-28-56	Lower water main (City) (3,000)	3,000.00	2,314.55
EWO 3	6-15-56	Flagging, State Share (1,500)	1,500.00	780.17
		Contingency Items:		
PA 2	8-27-56	Coarse Crushed Material in Base	5,700.00	8,068.35
PA 3	9-27-56	100-120 Asph. in lieu of 85-100 Asphalt in mix.	Contract Price	10,756.98
PA 4	11-27-56	Extra Haul for 3/4" - 0 Crush. Mat. in Base	87.50	86.25
EWO 1	5-28-56	Move Water meters & lower service lines	2,000.00	1,684.03
EWO 4	8-22-56	Repair soft spots in subgrade	500.00	231.87
SFO 281	10-11-56	Replace 12" conc. pipe with 18" conc. pipe	100.00	33.83
SFO 283	2-1-57	Install R.R.'xing signals	6,522.44	6,522.44
P.E.P.P.A	[illegible]	[illegible]	[illegible]	[illegible]
R.E.O.P.A	2-1-57	[illegible]	9,300.00	-
SF 276	-	Right of Way Posts	-	161.27
		*Allowance for checking final records.		

Specified Date of Completion 9-30-56 Work Completed 12-29-56

Time Extension Approved 1-22-57 to 12-29-56

Accepted by Commission 1-22-57 Penalty None

Release by Accounting Division 3-25-57 Date of Final Voucher 3-22-57

Unit Prices Checked with Contract 3-22-57 Checked with Cost Books 3-22-57

EXPENDITURE AUTHORIZATIONS		EXPENDITURES TO DATE		EXPENDITURES TO COMPLETE	
Contract Amount	112,128.00	Paid Contractor	133,551.90		
Anticipated Items	4,800.00	Final Estimate	5,360.12		
Subsequent Authorizations	29,300.00	Total	138,912.02		
Contingency Allowance	5,261.76	Add for Deductions	-		
Contract Cost	151,489.76	Contract Cost	138,912.02		
Engineering	9,354.24	Engineering	15,870.25	Engineering	100.00 *
State Force	-	State Force	201.00	State Force	6,522.44
Total	160,844.00	Total	154,983.27	Total	6,622.44
		Sale/Transf. Cr.	-		
Total Original Authorization	131,544.00	Extended to Date	154,983.27	Anticipated Final Cost	161,605.71 + 0.44

Deduction Items:

PRICE AGREEMENTS, EXTRA WORK AND STATE FORCE ITEMS

Order No.	Date	Description of Work	Authorized	Est. Final Cost
		Anticipated Items:		
PA 1	6-29-56	Reset Mail Boxes (300)	300.00	300.00
EWO 2	5-28-56	Lower water main (City) (3,000)	3,000.00	2,314.55
EWO 3	6-15-56	Flagging, State Share (1,500)	1,500.00	780.17
		Contingency Items:		
PA 2	8-27-56	Coarse Crushed Material in Base	5,700.00	8,068.35
PA 3	9-27-56	100-120 Asph. in lieu of 85-100 Asphalt in mix.	Contract Price	10,756.98
PA 4	11-27-56	Extra Haul for 3/4" - 0 Crush. Mat. in Base	87.50	86.25
EWO 1	5-28-56	Move Water meters & lower service lines	2,000.00	3,684.03
EWO 4	8-22-56	Repair soft spots in subgrade	500.00	231.87
SPO 231	10-17-56	Replace 12" conc. pipe with 18" conc. pipe	100.00	33.83
SPO 283	2-1-57	Install R.R.'xing signals	6,522.44	6,522.44
P.P. P.A	10-2-	[illegible]	[illegible]	-
R.E.C.P.A	[illegible]	[illegible]	[illegible]	[illegible]
SF 276	-	Right of Way Posts	-	347.71
		*Allowance for checking final records.		

Office Engineer ..... Date ....., 19.....

Bridge Engineer ..... Date ....., 19.....

Assistant State Highway Engineer ..... Date ....., 19.....

State Printing 6-53

RECEIVED
JUL 25 1957

W. C. Williams

Contract No. 4646
Chehalem Mt.-Newberg Sec.

FINAL COST ANALYSIS

Grading and Paving
Calkins Crushing Company, Contractor
James Cochell, Resident Engineer

July 15, 1957
Hillsboro-Silverton Hiway
Prefix: 136-1034
Project: S-65(3)

Item	Quantity	Unit	Unit Bid	Unit Bid	Total Cost	Gross Revenue
Clearing and Grubbing	All		$1,000.00		$ 795.00	$ 1,000.00
Drainage Excavation	301.91	Cu. Yd.	3.00	$ 2.66	803.08	905.73
General Excavation	17,117.4	Cu. Yd.	.50	.41	7,018.13	8,558.70
Finish R/B & Slopes	1.94	Mile	300.00	291.00	562.60	582.00
12" Concrete Pipe	1,443	Lin. Ft.	1.85	1.77	2,554.11	2,669.55
18" Concrete Pipe	701	Lin. Ft.	3.00	2.87	2,011.87	2,103.00
24" Concrete Pipe	52	Lin. Ft.	4.00	3.67	190.84	208.00
Extra for Pipe Under Pavement	252	Lin. Ft.	2.00	1.95	491.40	504.00
Salvaging Culvert Pipe	379	Lin. Ft.	2.00	1.75	663.25	758.00
Metal Guard Rail	100	Lin. Ft.	4.00	2.62	262.00	400.00
Metal Sight Posts	60	Each	4.00	2.37	142.20	240.00
Concrete in Islands	32.3	Cu. Yd.	80.00	63.80	2,060.74	2,584.00
Coarse Crushed Mat'l in Base	13,473	Cu. Yd.	2.60	2.43	32,537.63	35,029.80
3/4"-0 Crushed Mat'l in Base	4,674	Cu. Yd.	2.80	2.64	12,239.36	13,087.20
Sprinkling	1,639.8	M-gal.	2.00	1.96	3,214.01	3,279.60
Preparation of Base	1.94	Mile	200.00	192.00	372.48	388.00
3/4"-0 Mat'l in Binder Course	259	Cu. Yd.	4.75	4.25	1,100.75	1,230.25
RC-3 Asph. in Binder Course	34.62	Ton	52.00	47.25	1,635.80	1,800.24
Asph. Concrete Mixture	5,979	Ton	5.75	5.13	30,705.13	34,379.25
RS-1 Asph. in Tack Coat	5.05	Ton	50.00	48.25	243.66	252.50
Extra for Asph. Conc. Approaches	78	Each	35.00	28.75	2,242.50	2,730.00
PA #1 Reset Mail Boxes	All		300.00	285.00	285.00	300.00
PA #2 Crushed Mat'l in Base	2,831	Cu. Yd.	2.85	2.25	6,369.75	8,068.35
PA #3 85-100 Asph. in Mix.	413.73	Ton	26.00	26.08	10,793.35	10,756.98
PA #4 Add'l 3/4"-0 Mat'l in Base	345	Cu. Yd.	.25	.25	86.25	86.25
Force Account					6,175.00	7,010.62
					$125,556.39	$138,912.02

DETAIL OF COST

Chehalem Mt.-Newberg Section
Contract No. 4646

Labor:

Labor				$ 31,859.49	
Labor Insurance				3,185.95	
Health and Welfare				955.80	$
					$ 36,001.24

Materials:

12" Concrete Pipe	1,443'	At	$1.00	$ 1,443.00	
18" Concrete Pipe	701'	"	2.10	1,472.10	
24" Concrete Pipe	52'	"	3.00	160.00	
Guard Rail	100'	"	1.15	115.00	
Sight Posts	60	"	1.23	73.80	
Cement				34.00	
Redi-Mix Concrete				484.50	
					$ 3,782.40

Equipment Rentals and Misc. Supplies:

Equipment Rental (owned)	$ 9,693.23	
Equipment Rental (hired)	20,431.00	
Gas, Oil, and Grease	4,739.33	
Bond	833.47	
P.L. & P.D. Insurance	175.50	
Move In Freight and Cartage	2,375.00	
Explosives	1,640.00	
Paid Central Paving Company for Class "B"	43,610.22	
Home Office and Overhead	2,275.00	
		$ 85,772.75
		$125,556.39

Gross Revenue	$138,912.02
Total Cost	125,556.39
Profit	$ 13,355.63

Net Profit Equals 9.6% of Gross Revenue.

Remarks:

This was a Federal Aid Secondary Project calling for the grading and paving of 1.94 miles of highway roadbed on the Chehalem Mountain-Newberg Section of the Hillsboro-Silverton Highway in Yamhill County.

The contract was bid January 27, 1956, awarded March 9, 1956, work started May 2, 1956, and the project completed December 29, 1956.

The contractor moved in and set up his rock crushing plant at the Stayton quarry located on the northerly side and adjacent to the Bald Peak County Road approximately 3.0 miles northwesterly (along county roads) from the highway at Mile Point 16.55. He started crushing rock May 4, 1956. Very good progress was made on the rock crushing.

The contractor moved in a D-8 cat and dozer and a crew of 3 men and started clearing and burning June 18, 1956. The clearing was completed in approximately two weeks. A fair profit was realized on the clearing.

A portion of the general excavation was done by The Diamond Rock Company and the balance by the contractor. Equipment used by the Diamond Rock Company was one tournapull, one tractor with front end loader, one 1/2-cubic yard shovel with backhoe attachment. The culvert pipe was installed in the same operation as the grading. Very good progress was made on the excavation and the culvert pipe installations.

The contractor started placing base rock on the road August 3, 1956 with two to three 8-cubic yard trucks. One 3/4-yard shovel, one cat #12 blade, one roller, and one water wagon. The contractor would have made a larger profit on the crushed rock had he been able to haul and place directly from the crushing plant rather than stockpile the material.

The Central Paving Company, paving contractors, did all of the oiling and the Class "B" asphaltic concrete, the paving plant was setup at the stockpile site adjacent to the Hillsboro-Silverton Highway; paving was started October 3, 1956. A total of 5,979 tons was placed including the approaches. Paving was completed October 20, 1956.

The contractor placed the shoulder rock and installed the guard rail and sight posts and moved and reset the mail box posts.

The contractor had good bid prices, good equipment, and supervision, realizing a good profit.

M. N. Juve
Chief Cost Analyst

By

George Kayser

RECEIVED
JUN 7 1957
FOR FILING

4646

June 6, 1957

Mr. C. G. Polk
District Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Reference is made to your letter of June 4, 1957, regarding Order for Extra Work covering the moving of 10" water main on Oregon Project S-65(3), Chehalem Mountain-Newberg Section in Yamhill County, Contract No. 4646.

A copy of a letter by Division Engineer A. G. Skelton reviewing circumstances of this work is enclosed. As stated in Mr. Skelton's letter, the Newberg City water line is on private property, which obligates the State to pay for moving or adjusting the facilities. The City forces were not able to move and adjust the water main and meters at the time necessary to avoid delay in construction. Consent was given by the City for the contractor to do the work, which he did on force account basis.

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

DHP:bb

Encl.

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

OREGON DISTRICT

406 STATE HIGHWAY BLDG.
SALEM, OREGON

08-35

June 4, 1957

EW#1-2

Mr. W. C. Williams
State Highway Engineer
Salem, Oregon

Re: Oregon Project S-65(3)
Chehalem Mountain-Newberg
Order for State Force Work
dated May 28, 1957 - Lower
10" Water Main

Dear Sir:

Before we can take any action on subject work order, we will need to know why it was necessary for the State to assume this obligation, what agency performed the work and what the basis for payment was.

Very truly yours,

C. G. Polk

C. G. POLK
Division Engineer

RECEIVED
JUN 5 1957
OFFICE OF
STATE HIGHWAY ENGINEER

STATE [illegible]

To Forrest Cooper
Construction Engineer
State Highway Commission
Salem, Oregon

In accordance with our conversation of last week I am forwarding herewith copies of letters dated May 21st and May 24, from Edgar S. Hunter to myself, [illegible] handling the moving of the [illegible] the Commission [illegible] water mains which is required on account [illegible] entire section outside of the city. As noted in Hunter's letter, we had expected the City of Newberg to arrange for the moving of the meters and services as they do not object for the cost of moving. However, city forces are fully occupied at the present, and would be unable to move the services and meters for some time. It is satisfactory with the city to have this moving done by our contractor. I believe Hunter has discussed this work with Forrest Cooper, and I believe this method of handling the work is satisfactory.

I am enclosing herewith [illegible] which covers the cost of lowering the sewer both ways and moving water meters at an estimated cost of $ [illegible], and Estimate Sheet Order No. 2, which covers lowering the sewer [illegible] as well. However, [illegible] between Station [illegible] and [illegible]. Your approval is recommended.

[illegible]
[illegible] Engineer

AGS:w
Encl.
cc: Edgar S. Hunter

NOTED
[illegible] Young

filed

OREGON STATE HIGHWAY DEPARTMENT

(date)
April 12, 1957

1-G-5(3)
4646

(CONTRACT NO.)	(EST. NO.)	(CONTRACTOR)	
4646	9 final	Calkins Crushing Company	
(VOUCHER NO.)	(WARRANT NO.)	(AMOUNT)	(DATE)
7528	H 177895	$ 5,360.12	April 11, 1957

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

Dora Monckton
ACCOUNTING DIVISION

Specified completion Date: Sept. 30, 1956

Time Extensions: to Dec. 29, 1956

Completion Date: Dec. 29, 1956

Date Accepted: Jan. 22, 1957

Penalties: None of record

Claims: None of record

Remarks:

Date: 4-15-57

To the Accounting Division:

Release of the above warrant is hereby authorized

H. B. Glaisyer
Secretary

NOTED ON CARD

Warrant Mailed: APR 15 1957

Ruth Rawlings

RECEIVED
APR 1 - 1957
FOR FILING

April 1, 1957

CERTIFIED MAIL

United Pacific Insurance Co.
Fidelity & Surety Department
Medical Arts Bldg.
Tacoma 1, Washington

Gentlemen:

State Highway Contract No. 4646 for work performed on the Chehalem Mountain-Newberg Section of the Hillsboro-Silverton Highway in Yamhill County was completed by the contractor, Calkins Crushing Company, on December 29, 1956 and was formally accepted by the Highway Commission on January 22, 1957.

Final payment in the amount of $5,360.12 will be paid to the contractor on or after April 11, 1957. The total contract amount is $138,912.02, of which amount $7,010.62 represents force account items.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: United Pacific Insurance Co.
Portland Branch Office
627 Board of Trade Bldg.
Portland 4, Oregon

NOTED ON CARD

RECEIVED
MAR 29 1957
FOR FILING

165(3)
4646

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Portland, Oregon
March 27th, 1957

SUBJECT: Chehalem Mtn.-Newberg
Prefix 136-1034, Cont. 4646

To: P. M. Stephenson
Bridge Engineer
State Highway Department
Salem, Oregon

Attn: C. A. Gardner

Herewith bill No. 439244 from the Southern Pacific for the State's share of expenses in connection with installing railroad signals on the above subject project.

This bill has been approved by Mr. James W. Cochell, resident engineer, and your approval is recommended.

A. E. JOHNSON
Assistant Division Engineer

AEJ:w
Encl.
cc: J. W. Cochell

To audit & pay 3/28/57

RECEIVED
MAR 28 1957
OREGON STATE HIGHWAY DEPARTMENT
BRIDGE DIVISION

RECEIVED
APR 1 1957
OREGON STATE HIGHWAY DEPARTMENT
Bridge Division

S-130-P
(A.A.R. 206)

BILL COLLECTIBLE

Bill No. 439244
Quote above number when remitting

Month's Account February 1957
Portland Division Dept. No. 3-112
Date Made MAR 8 1957 19

To SOUTHERN PACIFIC COMPANY, Dr.

State of Oregon
State Highway Commission
Salem, Oregon

MAKE REMITTANCE TO:
Southern Pacific Company
CARE OF TREASURER—PACIFIC LINES.
65 Market Street,
San Francisco 5, California.

For expense incurred in connection with installing flashing lights at College Street, Newberg, Oregon during October and November 1956, in accordance with P.U.C. order No. 34439 dated March 26, 1956.
GMO 66534 Detail Attached $6649.53

I certify that the above bill is correct and just; that payment therefor has not been received; that all statutory requirements as to American production and labor standards and all conditions of purchase applicable to the transactions have been complied with; and that State or local sales taxes are not included in the amounts billed.

SOUTHERN PACIFIC COMPANY
R. V. COLE, Auditor of Disbursements
By _____ Chief Clerk

DISTRIBUTION:

O.K. March 25 1957
RES. ENGR. [signature]
CAREFULLY CHECKED FOR DUPLICATION
APPROVED [signature]
Assistant Division Engr.
$6649.53 184 1034-283

For further information address:
Auditor of Miscellaneous Accounts.
Southern Pacific Company.
San Francisco 5, California.

" "	" -5518	31 " @ 2.00		62.00	
Bxd "	" -199	31 " @ 2.00 "		62.00	
Job proportion	456/1320	34.55 %	of	310.00	107.11
NOVEMBER 1956					
Truck P2	2T	13 days @ 10.75 day			139.75
Box car	SPMW-932	30 days @ 2.00 day		60.00	
" "	" -933	30 " @ 2.00 "		60.00	
Coach "	" -4894	30 " @ 2.00 "		60.00	
" "	" -5518	30 " @ 2.00 "		60.00	
Bxd "	" -199	30 " @ 2.00 "		60.00	
Job proportion	504/1248	40.38 %	of	300.00	121.14
SUPPLIES					
Gasoline		54 gals @ .34 gal			18.36

Binding Margin

C.S. 130-6

DETAIL OF BILL COLLECTIBLE

Sheet No. 1

Dept. No. 3-11V

Audit No. 43924C

Payee State of Oregon 6010-66594

LABOR

OCTOBER 1956 - SIGNAL GANG 5

Install flashers	72 hrs.	@ 2.1841 hr.	157.26	
" "	64 "	@ 2.23 "	142.72	
" "	256 "	@ 2.166 "	554.50	
" "	64 "	@ 1.914 "	122.50	

NOVEMBER 1956 - SIGNAL GANG 5

Install flashers	80 hrs.	@ 2.3695 hr.	189.56	
" "	56 "	@ 2.23 "	124.88	
" "	248 "	@ 2.166 "	537.17	
" "	56 "	@ 2.014 "	112.78	
" "	8 "	@ 2.3695 "	18.96	
" "	16 "	@ 2.33 "	37.28	
" "	32 "	@ 2.266 "	72.51	
" "	8 "	@ 2.014 "	16.11	
Supervision	10%	on 2086.23	208.62	
Work Comp.	4%	" "	83.45	
Vac. Allow. & P.	6%	" "	126.17	
Health & Welfare	2%	" "	41.72	
RRR & UCT	7.42%	" "	154.80	2699.99

EQUIPMENT RENTAL

OCTOBER 1956

Truck P-2 2T		10 days @ 10.75 day		107.50
Boxcar	SPMW-932	31 days @ 2.00 day	62.00	
" "	" -933	31 " @ 2.00 "	62.00	
Coach "	" -4894	31 " @ 2.00 "	62.00	
" "	" -5518	31 " @ 2.00 "	62.00	
Bxd "	" -199	31 " @ 2.00 "	62.00	
Jet proportion	456/1320	34.55 % of	310.00	107.11

NOVEMBER 1956

Truck P-2 2T		13 days @ 10.75 day		139.75
Boxcar	SPMW-932	30 days @ 2.00 day	60.00	
" "	" -933	30 " @ 2.00 "	60.00	
Coach "	" -4894	30 " @ 2.00 "	60.00	
" "	" -5518	30 " @ 2.00 "	60.00	
Bxd "	" -199	30 " @ 2.00 "	60.00	
Jet proportion	504/1248	40.38 % of	300.00	121.14

SUPPLIES

Gasoline 34 gals @ .34 gal 18.36

Binding Margin

C.S. 130-S

DETAIL OF BILL COLLECTIBLE

Sheet No. 2
Dept. No. 3-11V
Audit No. 439244

Payor: State of Oregon Gmo 66594

MATERIAL

Channel pins	328 ea.	@ 22 ¢	7.25
Hdlr. iron bands 52"	164 "	@ 5 ¢	9.59
Relays, DN-11 40 ohm 4F-4B	4 "	@ 6.86 ea	274.40
Nuts #405 Raco insulated	5 "	@ .2 ¢	1.00
Foundation, Style B pre-cast	2 "	@ 66.30 "	132.60
Blocks, multi-unit terminal	5 "	@ 2.31 "	11.55
Unit, fuse 170 ohm	1 "	@ .30 "	.30
" " 125 "	1 "	@ .30 "	.30
" " 500 "	2 "	@ 3.16 "	6.32
Type unit Style B case	2 "	@ 68.08 "	136.16
Covers, " " "	2 "	@ 11.15 "	22.30
Receptacle Battery tap 4 cell	1 "	@ 5.84 "	2.84
Cover " " "	1 "	@ 5.64 "	5.64
Three screw battery connectors	2 "	@ .57 "	1.14
Protector, signal	5 "	@ .96 "	4.80
Bootegs, Raco	6 "	@ 4.88 "	29.28
Track connectors 36"	22 "	@ 51.64 ea	11.36
Wing nuts, primary batt	40 "	@ 13.20 ea	5.28
Battery connectors, 4 way	6 "	@ 1.65 ea	9.90
Moulding wood 6' long	2 "	@ .62 "	1.24
Protector, Bond wire 3/8"	36 "	@ 6.69 ea	2.41
Cable, 1 cond #10	1860 ft.	@ 6.34 cft	117.92
Wire #14 AWG solid	40 "	@ 2.20 "	.52
Hinge, cable 1½"	9 ea	@ 4.44 ea	.40
Cable support fixtures	2 "	@ .10 ea	.20
502 strain insulator	1 "	@ .22 "	.22
Fig 7 U bolts	6 "	@ .58 "	3.48
Conduit, 1½"	10 ft	@ .45 ft	4.50
" 3"	80 "	@ 121.79 cft	97.43
Union, 2"	1 ea	@ 6.72 ea	6.72
Elbow, 3"	1 "	@ 5.42 "	5.42
* Cement	3 lbs	@ 1.08 lb	3.24
Relays, DN 11 40 ohm 4F4B	2 ea	@ 68.73 ea	137.46
" " 500 " 6F2B	1 "	@ 70.04 "	70.04
" ANL-32 2F2B	1 "	@ 27.59 "	27.59
" DN-11 500 ohm	1 "	@ 76.26 "	76.26
Conduit, rigid iron 1-½"	170 ft	@ 48.31 ft	82.23
Couplings, " " 1½"	12 ea	@ 29.50 ea	3.54
Elbows, " " 1½"	6 "	@ 1.08 ea	6.48
Unions, UNY 505 1½x1½	4 "	@ 2.92 "	11.68
Abrasion plate	26 "	@ 1.75 "	45.50
Points in continuous 90°	24 "	@ 9.44 "	33.26
Switch, miniature lever 20	1 "	@ .80 "	.50
Tape, scotch black	1 roll	@ 1.21 roll	1.21
" Black friction	½ lb	@ .64 lb	.32
Wire, HWG solid #6	320 ft	@ 8.8 cft	29.21
" 19 strand AWG #14	22 "	@ 3.21 "	16.02
Tape, fiber, black color #2	20 ea	@ 5.60 ea	.14
Ends, wire terminals	250 "	@ 1.10 C	5.20

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11
01

Binding Margin

C.S. 130-S

DETAIL OF BILL COLLECTIBLE

Sheet No. 3
Dept. No. 3-112
Audit No. 439244

Payee State of Oregon GMO 66594

MATERIAL (cont)

			53
EZ Test Terminal #726	1 ea	@ .53 ea	36.57
Cable W.10 transposition	1 "	@ 36.57 "	1.49
Thorn fused rib. unit	1 "	@ 1.49 "	13.95
Units 9 or more #805	6 "	@ 2.33 "	4.96
Moulding, wood 6'	8 "	@ .62 "	6.00
cable outlet 1½"	1 "	@ 6.00 "	9.60
signal padlocks	10 "	@ .96 "	76.44
Pre-cast ends F-L signals	2 "	@ 3.72 "	57.05
Rectifier RX-21	1 "	@ 57.05 "	1.10
Sign Line grey Fig 1	300 "	@ 3.67 M	73.13
Highway crossing guards	2 "	@ 36.56 ea	3.22
Three phase battery connectors	4 "	@ .57 "	13.49
Track circuit connectors 36"	20 "	@ 1.63 "	32.75
" " 9'	20 "	@ 1.63 "	33
Rail to transom terminal 2½x1/4	6 "	@ .55 "	25.34
Cable 2 cond #6	5.5 ft	@ .49 M ft	6.36
Highway crossing signals	2 ea	@ 32.68 ea	8.36
cable 7 cond #10	150 ft	@ .57 cft	5.76
lamps 8 V 15 W	8 ea	@ .72 ea	40.96
20 cell battery unit	1 "	@ 4.09 "	4.14
Concrete battery unit 4 cell	6 "	@ 5.52 "	33.04
Covers " " "	6 "	@ 3.64 "	5.00
Racks " " "	5 sets	@ 1.60 set	6.40
Single pole steps CL	10 ea	@ .64 ea	79.40
S-500 battery insulators	20 "	@ 3.97 "	30.00
Rectangular jars	20 "	@ 1.50 "	21.60
Porcelain covers	20 "	@ 1.00 "	11.02
batteries, edison type B44	6 "	@ 1.96 "	5.60
blocks, multi unit	4 "	@ 2.62 "	2.48
Blocks, porcelain terminal	8 "	@ .31 "	146.27
Koco bootlegs	30 "	@ 457.57 C	3.36
Bonds stranded signal (48"	4 "	@ .84 ea	5.72
Model 13 relays 40 ohm	2 "	@ 29.36 "	306.24
DN-11 relay 500 ohm	4 "	@ 76.56 "	33.56
TH-10 relay	1 "	@ 33.56 "	122.11
EN-16 relay	1 "	@ 122.99 "	19.00
90° ins joints	2 "	@ 9.94 "	21.00
Grounds plates	12 "	@ 1.75 "	22.79
Pole 35 ft.	1 "	@ 22.79 "	165.00
110 V service complete	1 "	@ 165.00 "	

MATERIAL RELEASED

90° angle bars	40 ea	@ 1.00 ea	40.00 ea	43.74 ea
Tie plates	34 "	@ .11 "	3.74 "	

PERSONAL EXPENSES

310 - 58246	2.90	
310 - 88251	2.90	
	5.80	
	$7388.37	
State of Oregon Proportion 90% of	"	$6649.53

Binding Margin

Salem, Oregon
March 14, 1957

Chehalem Mountain Newberg Section

Mr. A. E. Johnson
Assistant Division Engineer
Oregon State Highway Department
Box 4699 Sellwood Station
Portland 2, Oregon

Southern Pacific Company has cancelled their Bill No. 437471 forwarded you recently for approval and has substituted their Bill No. 439244 in its place.

Enclosed are three copies of Bill No. 439244. These are for your check and approval.

C. A. Gardner
Office Engineer

CAG/kes
Enclosure

FORM F-903 20M REVISED 5-55

COMMISSIONERS
BEN R. CHANDLER, CHAIRMAN
COOS BAY
CHAS. H. REYNOLDS, MEMBER
LA GRANDE
M. K. McIVER, MEMBER
PORTLAND
H. B. GLAISYER
SECRETARY

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

W. C. WILLIAMS
STATE HIGHWAY ENGINEER
FORREST COOPER
DEPUTY STATE HWY. ENGR.
C. W. ENFIELD
CHIEF COUNSEL

March 12, 1957

Southern Pacific Company
65 Market Street
San Francisco 5, California

ATTN: E. V. Cole, Auditor of Disbursements

Gentlemen:

RE: BJP 220-113(State of Oregon)

In response to your letter of March 5, I am returning your Bill No. 437871 for cancellation.

Very truly yours,

P. H. Stephenson
Bridge Engineer

CAS/kmm
cc: C. H. Nelson
C. A. Gardner

FORM S-929 15M REVISED 9-56

COMMISSIONERS
BEN R. CHANDLER, CHAIRMAN
Coos Bay
CHAS. H. REYNOLDS, MEMBER
La Grande
M. K. McIVER, MEMBER
Portland
H. B. GLAISYER
SECRETARY

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

W. C. WILLIAMS
STATE HIGHWAY ENGINEER
FORREST COOPER
DEPUTY STATE HWY. ENGR.
C. W. ENFIELD
CHIEF COUNSEL

March 12, 1957

Southern Pacific Company
65 Market Street
San Francisco 5, California

ATTN: R. V. Cole, Auditor of Disbursements

Gentlemen:

RE: RJP 220-113(State of Oregon)

In response to your letter of March 5, I am returning your Bill No. 437472 for cancellation.

Very truly yours,

P. H. Stephenson
Bridge Engineer

CHS/hmm
cc: C. H. Malarm
C. A. Gardner

8-240

es-W

Southern Pacific Company

65 MARKET STREET, SAN FRANCISCO 5, CALIFORNIA

P. J. KENDALL
VICE PRESIDENT AND GENERAL AUDITOR

U. E. NORDEEN
H. C. McCLEER
C. S. MACKENZIE
ASST. GENERAL AUDITORS

R. V. COLE
AUDITOR OF DISBURSEMENTS
C. H. FLEMER
AUDITOR OF EQUIPMENT SERVICE ACCOUNTS
E. M. JOHNSON
AUDITOR OF PAY ROLL ACCOUNTS
H. J. KIHN
AUDITOR OF FREIGHT ACCOUNTS

H. A. NELSON
AUDITOR OF MISCELLANEOUS ACCOUNTS
G. TRABERT
AUDITOR OF PASSENGER ACCOUNTS
S. S. WEMETT
AUDITOR OF CAPITAL EXPENDITURES

IN REPLY PLEASE REFER TO
RJP 220-113(State of Oregon)

MAR 5 1957

Mr. P. M. Stephenson
Bridge Engineer
State of Oregon
State Highway Department
Salem, Oregon

Dear Sir:

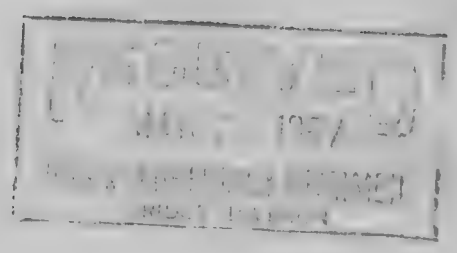
Referring to your letter dated February 7,1957 in connection with our bill collectible No.437471, in amount of $5,012.79, covering installation of flashing lights at College Street, Newberg, Oregon, under GMO-66594.

After check of our bill, it developed that the equipment rental has been erroneously reported and also that sheet 2 has not been added into the total of the bill. Therefore, would appreciate your returning our bill collectible No.437471 for cancellation and we will arrange for issuance of new bill collectible to cover this work.

Thank you for calling this matter to our attention.

Yours truly,

R. V. Cole



es-RB

Southern Pacific Company

65 MARKET STREET, SAN FRANCISCO 5, CALIFORNIA

P. J. KENDALL
VICE PRESIDENT
AND GENERAL AUDITOR

D. E. NORDEEN
H. C. McCLEER
C. S. MACKENZIE
ASST. GENERAL AUDITORS

R. V. COLE
AUDITOR OF DISBURSEMENTS
C. H. FLEMER
AUDITOR OF EQUIPMENT SERVICE ACCOUNTS
E. M. JOHNSON
AUDITOR OF PAY ROLL ACCOUNTS
H. J. KIHN
AUDITOR OF FREIGHT ACCOUNTS

H. A. NELSON
AUDITOR OF MISCELLANEOUS ACCOUNTS
G. TRABERT
AUDITOR OF PASSENGER ACCOUNTS
S. S. WEMETT
AUDITOR OF CAPITAL EXPENDITURES

IN REPLY PLEASE REFER TO
EB 220-113-State of
Oregon

FEB 25 1957

State of Oregon
State Highway Department
Salem, Oregon

Gentlemen: Attention: Mr. P. M. Stephenson

Refers to your letter of February 7,1957, relative to our bill collectible audit No.437471, amount $5,012.79, due from you for expense incurred in connection with installing flashing lights at College Street, Newberg, Oregon during October and November 1956.

As the supporting data attached to the above bill was furnished by Mr. R. V. Cole, our Auditor of Disbursements, we are referring your letter to him for his further handling and, you should hear from him direct in the very near future.

Yours truly,

H. A. NELSON

By

RECEIVED
FEB 28 1957
OREGON
STATE HIGHWAY COMMISSION

FORM E-123 2SM REVISED 8-56

COMMISSIONERS
BEN R. CHANDLER, CHAIRMAN
COOS BAY
CHAS. H. REYNOLDS, MEMBER
LA GRANDE
M. K. McIVER, MEMBER
PORTLAND
H. B. GLAISYER
SECRETARY

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

W. C. WILLIAMS
STATE HIGHWAY ENGINEER
FORREST COOPER
DEPUTY STATE HWY. ENGR.
C. W. ENFIELD
CHIEF COUNSEL

February 7, 1957

Southern Pacific Company
65 Market Street
San Francisco 5, California

ATTN: Treasurer

Gentlemen:

RE: Bill Collectable No. 437471
on GMO 66594

The supporting data attached to the above bill does not substantiate the amount billed.

Will you please check it and advise.

Very truly yours,

P. H. Stephenson
Bridge Engineer

CAG/kcs
cc: C. A. Gardner

FORM E30—50M—11-56—90234

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Portland, Oregon
February 4th, 1957

SUBJECT: Chehalem Mt.-Newberg
Contract No. 4646, Prefix 136-1034

To: P. M. Stephenson
Bridge Engineer
State Highway Department
Salem, Oregon

Attn: C. A. Gardner

Herewith invoice No. 437471 from the Southern Pacific Company in the amount of $5,012.79 for expenses incurred in connection with installing flashing lights at College Street in connection with the above subject project.

This invoice is being returned without approval, since a check discloses that apparently the amounts on sheet two have not been included in the total.

It is requested that the enclosed invoice be returned to the Southern Pacific Company for revision.

A. E. JOHNSON
Assistant Division Engineer

AEJ:w
Encl.
cc: James Cochell

RECEIVED
FEB 5 1957
OREGON STATE HIGHWAY COMMISSION
BRIDGE DEPARTMENT

FORM E30—12½ M—8-55—88209

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem Office
November 9, 1956

SUBJECT: Pux 157 & R-25758
Grade Crossing-S.P. Co. at Newberg
Hillsboro-Silverton Highway No. 140
Yamhill County

To: Mr. Forrest Cooper
Mr. G. S. Paxson
Mr. P. M. Stephenson ✓ (6)
Mr. Tom Edwards (2)
Mr. I. A. DeFrance (2)
Mr. A. G. Skelton (2)
Mr. H. B. Simpson

NOTED
C. A. GARDNER

Herewith I hand you copy of agreement with Southern Pacific Company relative to grade crossing on the Hillsboro-Silverton Highway at Newberg in Yamhill County.

J. W. DeSOUZA
Assistant Counsel

JWD:RM
ENCL.

Bill 43471 to
ad 8. 1/29/57 cy

RECEIVED
NOV 13 1956
OREGON STATE HIGHWAY DEPARTMENT
BRIDGE DIVISION

THIS INDENTURE, made this 31st day of August, 1956 by and between SOUTHERN PACIFIC COMPANY, a corporation of the State of Delaware, herein called "Railroad," and STATE OF OREGON, acting by and through its State Highway Commission, herein called "Grantee."

WITNESSETH:

1. That Railroad hereby grants to Grantee the right to construct, reconstruct, maintain and use a street or highway, hereinafter termed "highway," upon and across the following described real property:

A piece or parcel of land situate, lying and being in the Southeast Quarter of Section 18, Township 3 South, Range 2 West, Willamette Meridian, in the City of Newberg, County of Yamhill, State of Oregon, more particularly described as follows:

COMMENCING at the point of intersection of the easterly prolongation of the south line of East Vermillion Street as shown on the duly recorded plat of Newberg, with the relocated center line of the Hillsboro-Silverton Highway No. 140; thence North 0°35'20" East along said center line, 0.03 feet to a point; thence northerly continuing along said center line on a curve to the left, having a radius of 572.96 feet (tangent to said curve at last mentioned point is last described course and chord of said curve bears North 9°07'10" West 193.24 feet) an arc distance of 194.17 feet to a point in the original located center line of main track of the Southern Pacific Company (Newberg Branch) at Railroad Engineer Station 1353+45.0, being also at Highway Engineer Station "L" 517+37.5; thence continuing northerly along said center line of Highway on a curve to the left, having a radius of 572.96 feet, an arc distance of 29.72 feet to a point in the northwesterly line of the land (70 feet wide) of the Southern Pacific Company, distant 30 feet northwesterly, measured at right angles, from said center line of main track; thence North 57°14'20" East along last said northwesterly line, 30.51 feet to a point in a line concentric with and distant 30 feet northeasterly, measured radially, from said center line of highway and the actual point of beginning of the parcel of land to be described; thence Southeasterly, along last said concentric line, on a curve to the right having a radius of 602.96 feet (tangent to said curve at last mentioned point bears South 22°26'46" East and chord of said curve bears South 19°01'13" East 72.06 feet) an arc distance of 72.10 feet to a point in the southeasterly line of said land of the Southern Pacific Company, distant 40 feet southeasterly, measured at right angles, from said center line of main track; thence South 57°14'20" West along last said southeasterly line, 63.13 feet to a point in a line concentric with and distant 30 feet southwesterly, measured radially, from said center line of highway; thence northwesterly, along last said concentric line, on a curve to the left, having a radius of 542.96 feet (tangent to said curve at last mentioned point bears North 13°37'40"

West and chord of said curve bears North 17°27'35" West 72.57 feet) an arc distance of 72.63 feet to a point in said northwesterly line of the land of the Southern Pacific Company; thence North 57°14'20" East along last said northwesterly line, 61.09 feet to the actual point of beginning, containing an area of 4341 square feet, more or less.

The above described parcel of land is shown tinted yellow on the print of Railroad's Portland Division Drawing P-14982-A, revised June 13, 1956, hereto attached and made a part hereof.

Railroad, at its expense, shall prepare its tracks to receive paving and shall install guard rails along the rails of its tracks located along said highway.

Railroad shall furnish all necessary labor, materials, tools and equipment to install and shall install two (2) flashing light grade crossing signals together with actuating and operating circuits and adequate instrument housing. The location of said signals shall be approximately as shown in red on said print. Installation of and all materials for said signals shall be in accordance with Railroad's usual standards and in compliance with Standard No. 2 of the Oregon Public Utilities Commissioner's Order No. 4057, General Order No. 1.

Grantee agrees to reimburse Railroad promptly upon receipt of bills therefore for ninety (90) per cent of the cost incurred by Railroad in connection with the installation of said flashing light signals.

After the said signals have been placed in service, Railroad, at its expense shall maintain the same so long as they shall remain in place, and shall maintain its tracks, rails and other facilities.

Grantee agrees to take all necessary steps to vacate and close to public use the existing highway crossing (Crossing No. P-748.9) shown tinted red on said print. Grantee at its expense shall remove said crossing and erect suitable barricades.

Grantee hereby quitclaims unto Southern Pacific Company, a corporation of the State of Delaware, all of the right, title and interest of Grantee in and to that certain parcel of land situate, lying and being in the City of Newberg, County of Yamhill, State of Oregon and more particularly described as follows:

BEGINNING at the most westerly corner of Block 4 in Deskins 3rd Addition to Newberg, Oregon, as said addition is recorded in Book 1, Page 113 of the Plat Records of Yamhill County, Oregon; Thence North 56°39' East on the north line of said Block and the Oregon and California Railroad Company's southerly right of way line 7.5 ft. to a point which is the actual point of beginning of the following description: thence North 33°21' West 60.0 feet to a point in Oregon and California Railroad Company's northerly right of way line; thence South 56°39' West on said right of way line 60.0 feet; thence South 33°21' East 60.0 feet to a point in Oregon and California Railroad Company's southerly right of way line; thence North 56°39' East 60.0 feet to the point of beginning, containing 0.0826 acres more or less, all in Sec. 18, T. 2 S., R. 2 W., W.M. in the City of Newberg, in Yamhill County, Oregon.

2. This grant is made subject and subordinate to the prior and continuing right and obligation of Railroad, its successors and assigns, to use all the property described herein in the performance of its duty as a common carrier and for that purpose there is reserved unto Railroad, its successors and assigns, the right (consistent with the rights herein granted) to construct, reconstruct, maintain and use existing and future railroad tracks, facilities and appurtenances and existing and future transportation, communication and pipe line facilities and appurtenances in, upon, over, under, across or along said property.

3. This grant is made subject to all licenses, leases, easements, restrictions, conditions, covenants, encumbrances, liens and claims of title which may affect said property and the word GRANT as used herein shall not be construed as a covenant against the existence of any thereof.

4. The rights herein granted to Grantee shall elapse and become void if the construction or reconstruction of said highway upon said property is not commenced within one (1) year from the date first herein written.

5. This grant shall not be construed as conveying or otherwise vesting in Grantee the right to install or the power to authorize the installation of any ditches, pipes, drains, sewer or underground structures, or the facilities of any telegraph, telephone or electric power lines in, upon, over, under, across or along said property, subject however, to any applicable legislative enactments concerning the same.

6. Grantee shall obtain any necessary authority and permission required to construct, reconstruct, maintain and use said highway upon said property from the governmental body or bodies having jurisdiction thereover.

7. Except as herein otherwise provided, Grantee shall bear the entire cost and expense of constructing, reconstructing and maintaining said highway upon said property. The crossing of said highway over any tracks of Railroad shall be constructed and maintained at the grade of said tracks now or hereafter existing. After the construction or reconstruction of said highway has been completed, State shall maintain the highway including the area between the tracks of railroad.

8. Grantee agrees to reimburse Railroad for any and all assessments which may be levied by order of any authorized lawful body against the property of Railroad (and which may have been paid by Railroad) to defray any part of the cost or expense incurred in connection with the construction or reconstruction of said highway upon said property commenced within one (1) year from the date first herein written.

9. Should grantee, its successors or assigns, at any time abandon the use of said property or any part thereof, or fail at any time to use the same for said purpose for a continuous period of one (1) year, the rights granted shall cease to the extent of the use so abandoned or discontinued, and Railroad, its successors or assigns, shall at once have the right, in addition to but not in qualification of the rights hereinabove reserved, to resume exclusive possession of the said property, or the part thereof the use of which is so discontinued or abandoned. Upon termination of the rights hereby granted, Grantee agrees to remove said highway, including the paving, from said property of Railroad, to restore said property as nearly as practicable to the same state and condition in which it existed prior to the construction of said highway, and to bear the expense thereof. Should Grantee in such event fail, neglect or refuse to so remove said highway and restore said property, such removal and restoration may be performed by Railroad at the expense of Grantee, which expense Grantee agrees to pay to Railroad upon demand.

10. This indenture shall inure to the benefit of and be binding upon the successors and assigns of the parties hereto.

IN WITNESS WHEREOF, the parties hereto have caused these presents to be executed by their respective officers thereunto duly authorized as of the day and year first above written. (In duplicate)

Approved:

G. S. PAXSON
Ass't. State Highway Engineer

Approved as to form:

Chief Counsel

J. W. DeSOUZA
Assistant Counsel

Attest:

H. B. GLAISYER
Secretary

SOUTHERN PACIFIC COMPANY,

By J. W. CORBETT
Vice President (SEAL)

Attest T. F. RYAN
Assistant Secretary

STATE OF OREGON, acting by and through its State Highway Commission,

By
As Chairman

CHAS. H. REYNOLDS
As Commissioner

M. K. McIVER
As Commissioner

STATE OF CALIFORNIA,)
) ss.
City and County of San Francisco)

On this 11th day of October in the year One Thousand Nine Hundred and Fifty Six before me, MILO J. PUIZINA, 65 Market St., a Notary Public in and for the City and County of San Francisco, State of California, personally appeared J. W. Corbett and T. F. Ryan, known to me to be the Vice President and Assistant Secretary, respectively, of the corporation described in and that executed the within instrument, and also known to me to be the persons who executed it on behalf of the corporation therein named and they acknowledged to me that such corporation executed the same.

IN WITNESS WHEREOF, I have hereunto set my hand and affixed my official seal at my office in the City and County of San Francisco, the day and year in this certificate first above written.

(SEAL) Corporation

MILO J. PUIZINA
Notary Public in and for the City and County of San Francisco, State of California.

My Commission Expires July 28, 1959.

RECEIVED
NOV 13 1956
OREGON STATE HIGHWAY DEPARTMENT
BRIDGE DIVISION

PORTLAND DIV
DRAWING P-7498
SHEET NO.

749

Newberg 0.5 Mi.

Springbrook 1.8 Mi.

STATE OF OREGON

O.S.H.D. No. 219

P.U.C.O. x'ing No. P7489

ILLINOIS ST.

S.P.Co. 135+76.0 Hwy. L 44+33.3 10° curve Hillsboro - Silverton #140

Area 4341 Sq. Ft.

Pt. of Beginning

N 57° 44' 20" E

1341.45 D

P.U.C.O. x'ing No. P 7490

To St Joseph

To Cook

1350

N S 57° 44' 20" W

30

Spur

UNION OIL CO.

STANDARD OIL CO.

PINE ST.

MERIDIAN ST

EDWARDS ST.

VERMILLION ST.

COLLEGE ST.

DESKIN'S THIRD ADDITION

SOUTHERN PACIFIC COMPANY
PACIFIC LINES
NEWBERG BRANCH
NEWBERG OR

Easement to Oregon State Highway C
Scale 1"=100' 1955

LEGEND
Red tint shows Crossing to be abandoned
Yellow tint shows new easement
Red shows new work
Shows S.P.Co. property line

PORTLAND DIV'N.
DRAWING P-N 982-A
SHEET NO.

749

Newberg 0.5 Mi.

Springbrook 1.8 Mi.

O.S.H.D. No. 219

ILLINOIS ST.

P.U.C.O. x'ing No. P1489

STATE OF OREGON

Pt. of Beginning

Area 4341 Sq. Ft.

N 57° 14' 20" E

N 57° 14' 20" W

To St. Joseph

To Cook

1350

Spur

UNION OIL CO.

STANDARD OIL CO.

PINE ST.

MERIDIAN ST.

P.U.C.O. x'ing No. P1490

COLLEGE ST.

VERMILLION ST.

S. EDWARDS ST.

DESKIN'S THIRD ADDITION

LEGEND

Red tint shows crossing to be abandoned

Yellow tint shows new easement

Red shows new work

Shows S.P.Co. property line

SOUTHERN PACIFIC COMPANY
PACIFIC LINES
NEWBERG BRANCH
NEWBERG

Easement to Oregon State Highway Comm.

Scale 1"=100' BHL Nov. 29, 1955
Rev. June 13, 1956

Form 30 P.D. 22828 Aug. 24, 1956

FORM E-30X—37,000—2-56—62067

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem Office
July 31, 1956

NOTED
C. A. GARDNER

SUBJECT: Pur 157-Grade Crossing
S.P. Co. at Banberg
Tillsboro-Silverton Highway No. 140
Washington County

To: Mr. R. H. Baldock
State Highway Engineer
Office

On March 23, 1956, I sent you copy of Order No. 34437, issued by the Public Utilities Commissioner under date of March 26, 1956, relative to the above titled project. Subsequently a motion for reconsideration of the order, with respect to the allocation of costs, was filed with the Public Utilities Commissioner. Attached you will find copy of Order No. 34470, dated July 20, 1956, in which the motion for reconsideration of the previous order is denied. It is obvious that this denial is based on practice and procedure considerations without regard to the merits of the original allocation of costs.

J. W. DeCOURCEA
Assistant Counsel

JWD:MP
ENCL.
cc: Mr. W. C. Williams
Mr. G. S. Paxson
Mr. W. W. Stiffler
Mr. P. M. Stephenson
Mr. Forrest Cooper
Mr. F. B. Crandall
Mr. A. G. Skelton
Mr. C. W. Enfield

NOTED
M. STEPHENSON

FORM E-20X—37,500—2-55—62987

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem Office
July 31, 1956

NOTED
C. A. GARDNER

SUBJECT: Pur 157-Grade Crossing
S.P. Co. at Banberg
Hillsboro-Silverton Highway No. 140
Yamhill County

To: Mr. R. H. Baldock
State Highway Engineer
Office

On March 28, 1956, I sent you copy of Order No. 34439, issued by the Public Utilities Commissioner under date of March 26, 1956, relative to the above titled project. Subsequently a motion for reconsideration of the order, with respect to the allocation of costs, was filed with the Public Utilities Commissioner. Attached you will find copy of Order No. 34670, dated July 26, 1956, in which the motion for reconsideration of the previous order is denied. It is obvious that this denial is based on practice and procedure considerations without regard to the merits of the original allocation of costs.

J. H. DeSOUZA
Assistant Counsel

JHD:MH
ENCL.
cc: Mr. W. C. Williams
Mr. G. S. Paxson
Mr. W. H. Stiffler
Mr. P. M. Stephenson ✓
Mr. Forrest Cooper
Mr. F. B. Crandall
Mr. A. G. Skelton
Mr. C. W. Enfield

NOTED
M. STEPHENSON

Order #34670

BEFORE THE PUBLIC UTILITIES COMMISSIONER

OF OREGON

In the Matter of the Application of the State of Oregon, by and through its State Highway Commission, for authority to construct a crossing at grade of the Hillsboro-Silverton Highway No. 140 with the tracks of Southern Pacific Company, near the north limits of Newberg, known as the RELOCATED NEWBERG GRADE CROSSING, in the Southeast Quarter (SE¼) of Section 18, Township 3 South, Range 2 West, W.M., in Yamhill County, Oregon.	ORDER

On April 5, 1956, the State of Oregon, by and through its State Highway Commission, filed its motion for reconsideration of Order No. 34439, made and entered in the above entitled matter on March 26, 1956.

Neither the statutes of the State of Oregon relating to the administrative acts of the Commissioner nor the Rules of Practice and Procedure of the Commissioner provide for a reconsideration of an order duly entered. Therefore, the motion for reconsideration must be denied. It is therefore

ORDERED that the motion for reconsideration of Order No. 34439 is denied.

Made and entered this 20th day of July, 1956.

CHAS. H. HELTZEL

Public Utilities Commissioner

(OFFICIAL SEAL)

CHEHALEM MT. - NEWBERG SECTION HILLSBORO - SILVERTON HWY YAMHILL COUNTY				SHEET NO 1
FED. ROAD Div. No	STATE	PROJECT NUMBER	FISCAL YEAR	TOTAL SHEETS
8	OREGON	S-65(3)		

#4646

S-65(3)

OF OREGON
WAY DEPARTMENT
OPOSED PROJECT

ING & PAVING

NEWBERG SECTION
SILVERTON HIGHWAY
L COUNTY
AN., 1956

PUC under 34439
Counsels K
K 2960

REGISTERED PROFESSIONAL ENGINEER 157 OREGON NOV. 8 1919 R. H. BALDOCK

DEPUTY STATE HIGHWAY ENGINEER

STATE HIGHWAY COMMISSION

BEN. R. CHANDLER Chairman
CHAS H REYNOLDS Commissioner
M. K. McIVER Commissioner

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

APPROVED:

DISTRICT ENGINEER DATE

500

INDEX OF SHEETS	
SHEET NO.	DESCRIPTION
1	Title Sheet
2	Summary & Typical Sections
3-9	Plan & Profile

Drg. Nos.

2051
2077 *Misc. Structures*

STATE OF OR
STATE HIGHWAY D

PLANS FOR PROPOSE

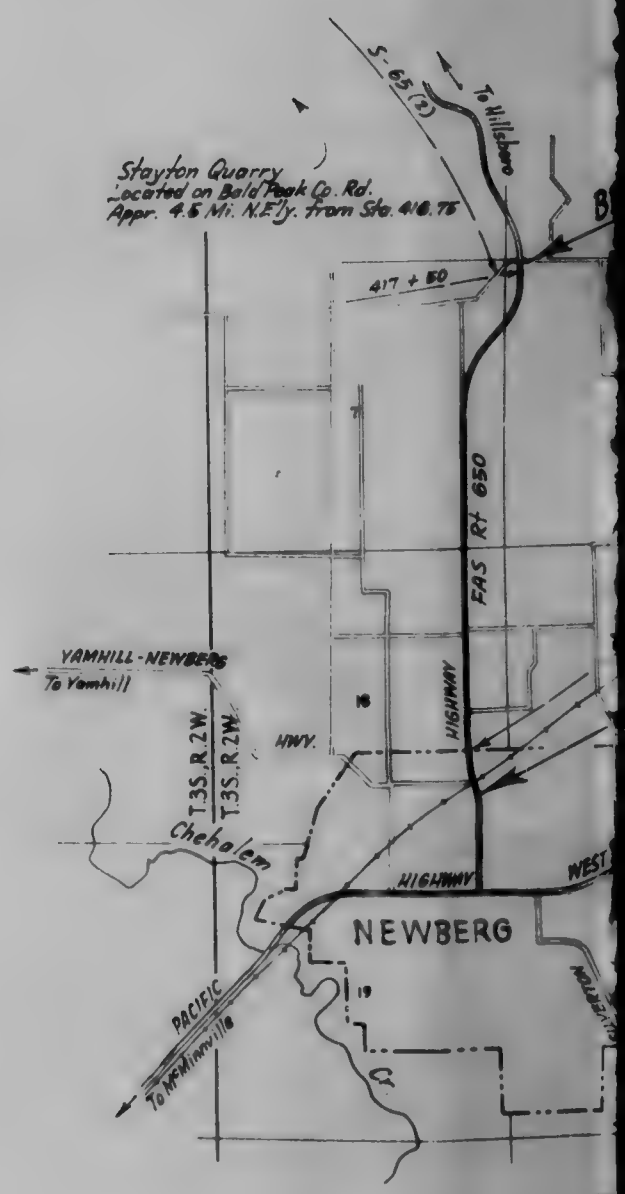
GRADING & PAVING

CHEHALEM MTN.-NEWB

HILLSBORO - SILVERTON

YAMHILL COUNT

JAN., 1956



CONVENTIONAL SIGNS

- State Line
- County Line
- City or Town Limits
- Township Line
- Section Line
- Donation Land Claim Line
- Fence Line
- Guard Rail
- Unfenced Property or Right of Way Line
- Existing Roads
- Trails
- Base or Survey Line
- Railroads
- Retaining Wall
- Culverts
- Drop Inlet
- Trolley Pole
- Power Pole
- Telephone or Telegraph Poles
- Marsh
- Irrigation Ditches
- Bridges
- Trees

CHEHALEM MTN.-NEWBERG SECTION
HILLSBORO - SILVERTON HWY.
YAMHILL COUNTY

SHEET No. 9

FED. ROAD DIV. NO.	STATE	PROJECT NUMBER	FISCAL YEAR	TOTAL SHEETS
8	OREGON	S-65(3)		

N E W B E R G

State of Oregon

Main Track Sou. Pac. Co. R.R.

Inst. 18" Conc. Pipe 51'

Union Oil Co Tanks

Union Oil Co

STREET

Hwy. 517+37.5 = R.R. 1353+45.0

10° C.L.
Δ 33° 41'
T. 173.44'

Hwy. Mtnce. Shed

Reconst. Driveway

N. COLLEGE ST.

12" Conc. Pipe 35'
Extend to Rt. 3' to L. 12'

Reshape Driveway
Inst. 12" Conc Pipe 30'
Abandon 12" Pipe

Const. Asph. & Conc. Pavement

Remove Conc. Floor

Const. Connec.

10° C.R.
Δ 33° 52'
T. 174.44'

E. VERMILLION

Const. 50' Guard Rail

PT 519+31.67

STA. 519+31.7

Reshape 2 Driveways
Inst. 12" Conc. Pipe 36'
Abandon 12" Pipe

Const. Conc. Island (Drg. No. 2077) - Type 'C'
Corner Radii 2'

Install 12" Sight Post Pipe Butts
(by State Forces)

House
House
House
House
Gar.
Gar.
Store
House

ILLINOIS ST.

Const. 50' Guard Rail

Abandon Crossing

Station 512+34 to Station 517
Reshape 5 Driveways, 1 Connec.
Install 12" Conc. Pipe 87'
Drainage Exc. 10 c.y.
Under Pavement 10 lin. ft.

Install 18" Conc. Pipe 51'
Dr. Exc. 8 c.y.

END OF PROJECT

Top of Rail Elevations

191.65 191.30 191.90 191.85 191.47

190.0

+0.21 +1.84 +1.416 +1.32

100' V.C. 100' V.C. 100' V.C.

+25 +97.5 +65 +84

STA. 519+31.7

200
190
180

Exc. 114
Emb. 88

Exc. 108
Emb. 84

515 520

T. 3 S. R. 2 W., W. M.
Sec. 18

Approx. City Limits

Sta. 504+92.32 P.C.

3° C. L.
Δ 5°14'53"
T. 87.54'

Sta. 506+67.27 P.T.

Sta. 512+96.12 P.C.

P.T. 504+47.76

Reshape Driveway
Inst. 18" Conc. Pipe 27'
Abandon 12" Pipe

Reshape 2 Driveways
Inst. 2-12" Conc. Pipes 18' ea.
Salv. 2-18" Conc. Pipes 18' ea.

Reshape Driveway
Inst. 12" Conc. Pipe 24'
Salv. 18" Conc. Pipe 18'

Reshape 2 Driveways
Inst. 2-12" Conc. Pipes 21' ea.
Abandon 2-12" Pipes

Reshape 2 Driveways
Inst. 2-12" Conc. Pipes 18' ea.
Abandon 2-12" Pipes

Reshape Driveway
Inst. 12" Conc. Pipe 21'
Abandon 12" Pipe

Reshape 2 Driveways
Inst. 2-12" Conc. Pipes 21' ea.

Reshape Driveway
Inst. 12" Conc. Pipe 21'

S. 0°24'20" W.

Indicates Conc. Driveway
10" Cast Iron Water Main (in place)

Existing Bituminous Surfacing

Remove Conc. Block Wall 68'

Reshape Driveway
Inst. 12" Conc. Pipe 21'

Reshape Driveway
Inst. 12" Conc. Pipe 21'

ReShape 2 Driveways
Inst. 2-12" Conc. Pipes 21' ea.

12" Conc. Pipe 35'
Extend to Sta. 512+96, to Lt. 12'
Dr. Exc. 2 c.y.

House
Garage
Shed

Station 505 to Station 512+34
Reshape 14 Driveways
Install 12" Conc. Pipe 285'
" 18" " 27'
Salvage 18" Pipe 54'
Drainage Exc. 50 c.y.
Under Pavement 50 lin. ft.

+0.17
100' V.C.
-0.46
100' V.C.
-0.184
150' V.C.
+1.25

Exc. 178 (Excess Exc.)

500
510
512+34

RECEIVED
MAR 7 1957
FOR FILING
1(5(-)
4646

Salem, Oregon
March 7, 1957

Increase in Project
Authorization

James W. Cochell
Resident Hwy. Engineer
Box 1991
Troutdale, Oregon

This is to advise you that, at its last meeting, the Oregon State Highway Commission approved an additional increase of $9,300.00 in project authorization on Contract No. 4646, Chehalem Mountain-Newberg Section in Yamhill County.

The new authorization is $160,844.00

S. H. Probert
Office Engineer

cc: A. C. Skelton

DH Pmw

RECEIVED
FEB 13 1957
FOR FILING

1 (Cert'd)

4646

February 11, 1957

Oregon State Highway Commission

Gentlemen:

Completion of the semifinal estimate on the Chehalem Mountain-Newberg Section of the Hillsboro-Silverton Highway, Contract No. 4646, has revealed that the job has overrun its authorization in the amount of $9,300, or 4.1 per cent. Previous additional authorization was made on this job in the amount of $20,000, but the request was based on an underestimate.

The major overrun on this job has been occasioned by the necessity of increasing the surfacing and paving depth to reinforce certain unstable subgrade areas. In addition, the State was required to pay 90 per cent of the cost of the railroad crossing signals in accordance with the Public Utilities Commissioner's order, which had not been anticipated.

In view of the above, it is requested that you authorize an additional $9,300 for the completion of this job.

Very truly yours,

R. C. Williams
State Highway Engineer

cc Mr. Tom Edwards
Mr. S. H. Probert
Mr. C. H. Malsom

LHY:jc fn

RECEIVED
FEB 8 1957
FOR FILING
4-25(2)
4646

February 8, 1957

CERTIFIED MAIL

United Pacific Insurance Co.
Fidelity & Surety Department
Medical Arts Bldg.
Tacoma 1, Washington

Gentlemen:

The State Highway Commission is prepared to release semi-final payment to Calkins Crushing Company in connection with contract No. 4646, covering the Chehalem Mountain-Newberg Section of the Hillsboro-Silverton Highway in Yamhill County. This payment in the amount of $6,322.35 will be released to the contractor on or after February 18, 1957. The retained percentage is $4,130.47.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: United Pacific Insurance Co.
Portland Branch Office
627 Board of Trade Bldg.
Portland 4, Oregon

NOTED ON CARD
gl

Form E-1—1954—6-56

OREGON STATE HIGHWAY DEPARTMENT

Field Engineer's Weekly Report

FOR CONSTRUCTION PROJECTS ONLY

S 15 (3)
416.4

For Week Ending February 2, 1957

Section Chehalem Mountain-Newberg
Highway Hillsboro - Silverton
Contractor Calkins Crushing Company
Date of contract March 9, 1956
Date work started May 2, 1956
Project authorization $151,544.00
Exclusive of Engineering $142,189.76

Kind of work Grading & Paving
Section prefix 136-1034
Contract number 4646
Date of completion September 30, 1956
Estimated date of completion December 29, 1956
Per cent of time elapsed 144.7 %

Estimated cost of completed project, exclusive of engineering $145,084.68
Estimated per cent overrun ~~or underrun~~ . . . . . 6.10 %
Per cent of contract completed, based on total contract price . . . . . 100 %
Engineering authorization $9,354.24

Engineering cost to date $15,700, 167.84 %

Date project was completed December 29, 1956

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

No work by contractor.

Semi-final estimate submitted February 1, 1957.

No work performed by field personnel.

Request for add. allotment - temp. winding up.

[illegible] M. N. Juve

[illegible]

NOTED- [illegible]

Signed James W Cockell

Address P.O. Box 1991, Troutdale, Oregon.

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

State Printing 80623

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project	1.94	1.94			1.94
Miles partially completed					
Miles completed	1.94	1.94			1.94
Total estimated quantities (contract)	20,000	16,780			5,300
Total quantities corrected to date	17,117.4	18,406			5,979
Estimated quantities moved or placed to date	17,117.4	18,406			5,979
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day					
Hours per shift					
Average force on project for week					
Men					
Supervision					
Men and trucks under 3 tons					
Men and trucks over 3 tons					
Men and tractors					

Equipment used during week: Shovels ....., Power graders ....., Rollers ....., Mixers ....., Crushing or screening plants .....

Compressors ....., Bulldozers ....., Compaction rollers ....., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday	FREEZING		
Monday	WINDY & COLD		
Tuesday	" "		
Wednesday	S N O W		
Thursday	CLOUDY - RAIN		
Friday	Lt. RAIN (CLOUDY).		
Saturday			

Form No. E-302—1014—7-55

OREGON STATE HIGHWAY DEPARTMENT

Report on Expected Over-run of Project Authorization

Project Name Chehalem Mtn. - Newberg Date February 1, 19 57

Highway Hillsboro - Silverton Contract No. 4648

County Yamhill Kind of Work Grading & Paving Contractor Calkins Crushing Co.

Contract Amount ..... $ 112,128.00

Expected over-runs and under-runs in contract items:	Quantity	Unit Price	Amount
Major items, itemized:			
5. General Excavation	2,882.6	0.50	- $1,441.30
6. 15" Concrete Pipe	201	5.00	905.00
12. Concrete in Islands	12.30	80.00	984.00
13. Coarse Crushed Material in Base	775	2.60	2,008.80
14. ¾-0 Material in Base	774	2.80	2,167.20
15. Sprinkling	1,250.8	2.00	2,478.80
19. Asphaltic Concrete Mixture	570	5.75	3,904.25
20. 85-100 Asphalt in Mixture	88.75	26.00	2,555.50
			- 2,170.75
Minor items, unitemized algebraic total			$ 10,980.82
Subtotal			$ 15,108.25

Approved work orders (Price, extra work and state force orders) ..... $

Expected over-runs and under-runs in work orders:	Amount
Major items, itemized:	
E.W.O. #1 Lower 55 Water Services and 42 Meters	$ 1,685.15
E.W.O. #2 Lower 10" Cast Iron Water Main	- 686.00
E.W.O. #3 Flagging (State Share)	- 713.64
E.W.O. #4 Dig Out Soft Spots	- 285.19
P.A. #2 Crushed Material in Base	$ 2,566.35
	None
Minor items, unitemized algebraic total	$ $ 2,378.67
Subtotal	$ 2,154.34
Authorization for engineering	$ 3,345.78
Expected over-run or under-run of engineering authorization	$ 1,191.44
Costs not included above (explain) Install R.R. Signals (20% of R.R. Co. Estimate)	$ None
Allowance for future contingencies (_____% of work remaining)	$ None
Credits to come from transfers and deductions	$ 160,794.68
Present estimate of project cost	

Brief Statement of principal causes of over-run: See Attached Letter

INSTRUCTIONS

A report on this form is to be submitted if and when it becomes evident that the project cost will exceed the original project authorization by more than five per cent and again if and when it becomes evident that the project cost will exceed by more than five per cent a subsequently approved increased project authorization. Submit five copies to Salem. After having been noted by the Deputy or Assistant State Highway Engineer, one copy will be sent to the Division Engineer and one copy to the Resident Engineer.

Project authorization	$ 151,544.00
Present estimate of project cost	$ 160,794.68
Expected over-run (Amount)	$ 9,240.68
Expected over-run (per cent)	6.10

Space to right of this line is for use of Salem office.

Submitted by: James W. Cockell — Resident Engineer

Confirmed by: R E Johnson — Assistant Division Engineer

Noted by: [signature] — Construction or Bridge Engineer

Noted by: [signature] — Deputy or Assistant State Highway Engineer

State Printing 86719

OREGON STATE HIGHWAY DEPARTMENT

[illegible]
February 6, 19[illegible]

[illegible] Division
[illegible]
Pilot Rock - Milwaukie Highway
Traffic [illegible] Comm. No. 4646

To: A.G. Shannon
Division Engineer
Portland, Oregon

Continuation Page 1

The additional cost of relocating Railroad facilities was not originally anticipated. The cost of this work amounting to $ 6,52[illegible] represents [illegible]% of the total cost.

Originally $ 3,[illegible] was set up for removal and relocating water facilities. After the contract was let a 10" water main had been necessary to be lowered, resulting in a total cost of $ [illegible] of the original cost estimate.

The overrun in engineering is due primarily to the extra work involved in the location of a [illegible] over a rim and revision of roadbed section to allow required clearance with a minimum of lowering of same. The project also exceeded the time allowed, which requires a certain amount of engineering charges.

Respectfully submitted,

James W. Cochell

James W. Cochell, Resident Eng'r.
P.O. Box 1[illegible]
Pendleton, Oregon

Page 1

FORM S-103 5M REVISED 5-56

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COMMISSIONERS

BEN R. CHANDLER, CHAIRMAN
COOS BAY

CHAS. H. REYNOLDS, MEMBER
LA GRANDE

M. K. McIVER, MEMBER
PORTLAND

H. B. GLAISYER
SECRETARY

STATE HIGHWAY DEPARTMENT
SALEM

R. H. BALDOCK
STATE HIGHWAY ENGINEER

W. C. WILLIAMS
1ST ASST. STATE HWY. ENGR.

W. W. STIFFLER
2ND ASST. STATE HWY. ENGR.

C. W. ENFIELD
CHIEF COUNSEL

4646

January 30, 1957

Calkins Crushing Co.
Oceanlake
Oregon

Gentlemen:

The State Highway Commission at its meeting held on January 22 had under discussion your request for an extension of time from September 30 to and including December 29, 1956 within which to complete your contract No. 4646, for the Chehalem Mountain-Newberg Section of the Hillsboro-Silverton Highway in Yamhill County.

We are pleased to inform you that the State Highway Commission granted your request. The Commission's action was based upon the recommendation of the State Highway Engineer, whose report on the subject considered but did not necessarily adopt any of the reasons given by you for failure to complete the project within the specified time limit.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: A. G. Skelton,
Division Engineer

E. T. Hunter,
Resident Engineer

Tom Edwards,
Construction Engineer

RECEIVED
JAN 16 1957
FOR FILING
(5-2)
4646

January 16, 1957

Oregon State Highway Commission

Request for extension of time
No. 19
January 22 and 23 meeting

Gentlemen:

Herewith is a request from Calkins Crushing Company for an extension of time on the Chehalem Mt.-Newberg Section, Contract No. 4646, from September 30, 1956 to and including December 29, 1956.

Failure of the City of Newberg to move its water lines out of the contractor's way seriously delayed his operations during good working weather. Also, after the contract was awarded it was decided to increase the amount of base rock on this section which necessitated an additional amount of crushing.

We have suffered little inconvenience and no added expense because of the overrun, and I recommend that the extension be granted without penalty. This is not a liquidated damage contract.

Very truly yours,

W. C. Williams
State Highway Engineer

Encl.

cc Mr. Tom Edwards

EAP:ob fn

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JAN 15 1957
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January 14, 1957

Mr. C. G. Polk
District Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

This is to advise you that work was completed on December 29, 1956, on Contract No. 1616, Chehalem Mountain-Newberg Section, in Yamhill County, in connection with Federal Aid Project No. S-65(3).

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

DEP:cr
cc: Clarence C. Swanson

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DEC 21 1956
FOR FILING

2-65 (3)

4646

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

December 21, 1956

SUBJECT:

To:

E. A. Peace

L d

A warrant is being held in our safe for the following contract pending receipt of time extension.

Contractor	Contract	Estimate No.	Amount
Calkins Crushing Co.	4646	7	$16,408.08

J. G. Herr

cc: Forrest Cooper

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NOV 21 1955
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COMMISSIONERS
BEN R. CHANDLER, CHAIRMAN
COOS BAY
CHAS. H. REYNOLDS, MEMBER
LA GRANDE
M. K. McIVER, MEMBER
PORTLAND
H. B. GLAISYER
SECRETARY

OREGON
STATE HIGHWAY DEPARTMENT
SALEM

R. H. BALDOCK
STATE HIGHWAY ENGINEER
W. C. WILLIAMS
1ST ASST. STATE HWY. ENGR.
W. W. STIFFLER
2ND ASST. STATE HWY. ENGR.
C. W. ENFIELD
CHIEF COUNSEL

November 18, 1955

NOTED
W. C. WILLIAMS

Mr. Chas. H. Heltzel
Public Utilities Commissioner
Public Service Building
Salem, Oregon

Attention: Mr. David Don

Re: Pux 157
Grade Crossing, S.P. Co. at Newberg;
Hillsboro-Silverton Highway No. 140
Yamhill County

Dear Mr. Don:

Herewith I hand you original and three copies of petition of the Highway Commission for authority to construct a relocated crossing at grade of the tracks and right of way of Southern Pacific Company on the revised location of the Hillsboro-Silverton Highway No. 140, near the north limits of Newberg, known as the RELOCATED NEWBERG GRADE CROSSING.

Two of the copies are for service upon Southern Pacific Company and one copy is for service upon the City of Newberg.

Very truly yours,

C. W. ENFIELD
Chief Counsel

By

J. W. DeSOUZA
Assistant Counsel

JWD:RN
ENCL.
cc: Mr. W. C. Williams
Mr. G. S. Paxson
Mr. Forrest Cooper
Mr. F. B. Crandall
Mr. C. W. Enfield

RECEIVED
1955
CITY OF
CITY ENGINEER

Pax 137

BEFORE THE PUBLIC UTILITIES COMMISSIONER OF OREGON

In the Matter of the Application of the State of Oregon, by and through its State Highway Commission, for authority to construct a crossing at grade of the Hillsboro-Silverton Highway No. 140 with the tracks of Southern Pacific Company, near the north limits of Newberg, known as the WILLAMETTE TRACK in YAMHILL, in the Southeast Quarter (SE¼) of Section 18, Township 3 South, Range 2 West, W. M., in Yamhill County, Oregon.

FILED

No. _____

The petitioner herein respectfully represents:

I

That the name and address of your petitioner are State of Oregon, by and through its State Highway Commission, State Highway Building, Salem, Oregon.

II

That this petition is made under the authority of ... Title 31.

III

That the petitioner proposes the construction of a revised location of the traffic route of the Hillsboro-Silverton Highway No. 140 within the city limits of Newberg, and that in connection therewith it is necessary and desirable to construct a crossing at grade of the tracks of Southern Pacific Company, approximately 250 feet northeasterly from the existing grade crossing, and to barricade and close the existing grade crossing, as shown by drawing titled "Grade Crossing of Southern Pacific Company Tracks at Newberg, Oregon," dated Oct. 31, 1955, attached hereto and by this reference made a part hereof.

IV

That the estimated daily volume of traffic on the highway at the said relocated crossing will be 1400 vehicles, based on 1955 tabulations, which traffic

will be subject to normal annual increases. That the average rail traffic at the said relocated crossing will be two trains movements per day with a variable number of industry switching movements, which are to petitioner unknown.

That grade approaching the proposed crossing from the north is an ascending grade of 2.4%, and that the grade approaching the proposed crossing from the north is an ascending grade of 1.6%, which grades are connected by a vertical curve 65 feet in length.

That the petitioner proposes that the construction and maintenance of the said proposed crossing, including the things to be done in connection therewith, be limited and the costs thereof borne as follows:

Things to Be Done by Railroad:

(a) Prepare plans and specifications and award a contract or contracts for the project.

(b) Except as hereinafter stated under Things to Be Done by Railroad Company, reimburse railroad for necessary and properly chargeable expenditures in connection therewith, which reimbursement shall be made in accordance with the terms and conditions provided by Policy and Procedure Memorandum No. 30-3, issued by the Bureau of Public Roads August 15, 1955.

(c) Maintain the highway with its appurtenances and facilities, including the pavement between the rails of railroad, after completion of the project.

Things to Be Done by Railroad Company:

(a) At its own cost and expense provide and place preservative treatment and guardrails across the highway roadbed.

(b) Provide and install two automatic electric signals conforming to Commissioner's Standard No. 2 at the locations shown on the print attached hereto and thereafter maintain the same, subject to the condition that Petitioner will reimburse railroad to the extent of 50% of the cost of the acquisition and installation of said signals, including track connections.

(c) Subject to reimbursement, provide such watchman and flagman as may be necessary to safeguard railroad operations during the construction of the project.

(d) As a reimbursable item, remove the existing crossing and close and barricade the same to public travel.

(e) At the cost of Railroad, maintain, after construction, the railroad ties, rails and other railroad appurtenances and facilities, including the automatic electric signals as stated under (b) above.

That the proposed construction is in the Southeast Quarter (SE¼) of Section 12, Township 3 South, Range 2 West, W.M., in Yamhill County, Oregon.

WHEREFORE, petitioner prays for an order permitting such construction and for such other and further orders as may be proper in the premises.

Dated at Salem, Oregon, this 15th day of November, 1955.

STATE OF OREGON, by and through its
State Highway Commission

[redacted]
Assistant Attorney General and Chief
Counsel for the State Highway Commission

[redacted]
Assistant Counsel for the State Highway
Commission

JWD:TH
11-10-55
Petition - 3

COLLEGE STREET GRADE CROSSING IN NEWBERG

1. The crossing is within the limits of a project involving the regrading and resurfacing of a portion of the Hillsboro-Silverton Highway. This project is 1.94 miles in length, extending from the south line of the intersection of Vermillion Street and College Street in Newberg northerly 1.94 miles. The proposed grade crossing is approximately 200 feet north of the south end of the project and approximately 500 feet south of the north city limits of Newberg.
2. It is proposed that a future project will improve College Street from the south end of this project southerly to its intersection with U.S. Route 99W. No time for the construction of this second project has been set, but it is intended that it will be built within the next few years.
3. At the proposed grade crossing the highway will have a surfaced width of 22 feet with 8-foot macadam shoulders on each side, making a surfaced width of 38 feet. The surfaced roadway will be asphaltic concrete 3½ inches thick on an 11-inch rock base.
4. The project is advertised for the opening of bids at the Commission meeting to be held January 26 and 27, 1956.
5. The proposed grade crossing will replace an existing grade crossing approximately 200 feet southwesterly from the new site. At the existing crossing northbound highway traffic makes a right-angle turn just before crossing the tracks which restricts the view of rail traffic approaching from the east. The existing crossing is protected by one cross buck and imperfectly illuminated by an adjacent street light. At the new crossing, traffic will approach on 10° curves from both directions. The 200 feet of Vermillion Street between

Cottage Street and the existing crossing will remain as a city street serving adjacent property. Provision is made in the project to connect Illinois Street with the new highway north of the tracks. With the new crossing in use, there will be no need for the existing crossing, and the State is recommending that it be closed. The project provides for guardrails at the railroad right-of-way lines on each side of the existing crossing. The closure of the existing crossing has been discussed with city officials who have indicated their concurrence in the recommendation.

6. The existing crossing is rated as the 18th most hazardous unsignalized grade crossing on the state highway system. Of the 17 unsignalized grade crossings rated more hazardous, six are impractical for signalization due to switch tracks and two are within the limits of projects being planned for relocation which will either eliminate the crossings or change their location. Reasonably good sight distance is afforded at the proposed crossing in three of the four quadrants. In the southeasterly quadrant, a view of approaching trains is obscured by the Union Oil Company tanks. A driver 200 feet south of the crossing can observe trains approaching from the north only 100 feet from the crossing.

7. The condition of the present highway and the volume of traffic using it, make its reconstruction advisable. When an improved facility is built, it should be made as safe as practical. Funds are not now available for a separation of grade, but the relatively minor expenditure for signalization is warranted because of the potential hazard of the crossing.

8. The signalization is not a federal-aid project, and no federal funds are to be used. The Highway Commission must use its best judgment in allocating available funds to projects, and it is not the policy of the Commission to use federal funds on minor projects such as signalization.

RECEIVED
NOV 16 1956
FOR FILING
S.65 (E)
4646

Salem, Oregon
November 15, 1956

Contract No. 4646
Increase in
Authorization

Mr. James W. Cochell
Resident Highway Engineer
Box 4699
Portland 2, Oregon

This is to advise you that at the last meeting, the Highway Commission approved an increase of $20,000.00 in project authorization on Contract No. 4646, Chehalem Mountain-Newberg Section, in Yamhill County.

This new project authorization is $151,544.00. This amount should be used in all future reports.

Very truly yours,

S. H. Probert
Office Engineer

EHFiler
CC: L. G. Malbon

RECEIVED
NOV 22 1957
FOR FILING

4646

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem Office
November 2, 1956

RR 471

SUBJECT: Pur 157 & R-25758
Grade Crossing-S.P. Co. at Newberg
Hillsboro-Silverton Highway No. 140
Yamhill County

To: Mr. E. F. Saling
Right of Way Office Manager
O f f i c e

Herewith I hand you copy of agreement with Southern Pacific Company relative to grade crossing on the Hillsboro-Silverton Highway in Yamhill County.

After making such records as you may desire, please forward the agreement to Mr. Glaisyer for his files.

Copies of the instrument have been distributed in the Department.

J. W. DeSOUZA
Assistant Counsel

JWD:RH
ENCL.
cc: Mr. H. B. Glaisyer

REFERRED TO
BY SECRETARY

Thank for recorded

Fully

471

Salem, Oregon
September 4, 1956

Cal. No. 25758

Southern Pacific R. R. Co. Agreement
Hillsboro-Silverton Secdy. Hwy.
near Newberg

Mr. J. W. DeSouza
Assistant Counsel
O f f i c e

Attached hereto is the original and a duplicate copy of an agreement with the Southern Pacific Railroad Co. covering a change in the grade crossing of the Southern Pacific Company's lines by the Hillsboro-Silverton Secondary Highway on the north edge of Newberg. These copies have been executed by the State Highway Commission and are now ready for the signatures of the proper officials of the Railroad Company. We note that the Chief Counsel has not signed the agreement.

When fully signed please return one copy to this office for the Commission's files.

Secretary

rm
Attach: 2

original sent to Sec. of State
Conf. copy sent to Felts - about 1-31-57

To thank for maps
1-31-57

507

August 30, 1956

Mr. M. K. McIver
State Highway Commissioner
225 S. W. Broadway
Portland 5, Oregon

Dear Mr. McIver:

I am attaching two copies of an agreement between the State and the Southern Pacific Company covering a change in the grade crossing of the Southern Pacific Company's lines by the Hillsboro-Silverton Secondary Highway on the north edge of Newberg. This work is nearing completion but we have not been able to do the small amount of work on the railroad right of way until such time as the agreements have been signed by the Highway Commission.

The terms of this agreement have been carefully examined and have been approved by both the engineering and legal divisions. It would be greatly appreciated if you would sign and return these copies at as early a date as is convenient.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMM.

HBG:sam

Encl.

cc: Mr. Forrest Cooper
Mr. J. W. DeSouza

P.S.: A stamped, addressed envelope is enclosed for your convenience.

H. B. G.

Hand delivered to DeSouza
9-4-56

Mr. M. K. McIver
State Highway Commissioner
225 S. W. Broadway
Portland 5, Oregon

Dear Mr. McIver:

I am attaching two copies of an agreement between the State and the Southern Pacific Company covering a change in the grade crossing of the Southern Pacific Company's lines by the Hillsboro-Silverton Secondary Highway on the north edge of Newberg. This work is nearing completion but we have not been able to do the small amount of work on the railroad right of way until such time as the agreements have been signed by the Highway Commission.

The terms of this agreement have been carefully examined and have been approved by both the engineering and legal divisions. It would be greatly appreciated if you would sign and return these copies at as early a date as is convenient.

Vty,

Glaisyer

OK
WCW

cc Mr. Forrest Cooper
Mr. J. W. DeSouza

GSP:gm

RECEIVED
OCT 19 1956
FOR FILING

S 65(8)
4646

October 19, 1956

Oregon State Highway Commission

Gentlemen:

It has become apparent that the completion of the Chehalem Mountain-Sherberg Section of the Hillsboro-Silverton Highway will result in an overrun of project authorization of 14.9% per cent, or $20,000. This has been occasioned by the State being required to pay 90 per cent of the cost of the railroad crossing signals, which was not anticipated, and an increase of the depth of surfacing to stabilize an unanticipated rocked condition.

In view of the above, it is recommended that you authorize an additional $20,000 for the completion of this job.

Very truly yours,

W. C. Williams
State Highway Engineer

cc Mr. Tom Edwards

LHY:jc fn

FORM S-128 COM REVISED 2-52

RECEIVED
SEP 6 1956

FOR FILING

COMMISSIONERS
BEN R. CHANDLER, CHAIRMAN, Coos Bay
CHAS. H. REYNOLDS, MEMBER, La Grande
M. K. McIVER, MEMBER, Portland
H. B. GLAISYER, SECRETARY

1.65(3)

OREGON STATE HIGHWAY DEPARTMENT
SALEM

R. H. BALDOCK, State Highway Engineer
W. C. WILLIAMS, 1st Asst. State Hwy. Engr.
W. W. STIFFLER, 2nd Asst. State Hwy. Engr.
C. W. ENFIELD, Chief Counsel

CERTIFIED MAIL

September 5, 1956

Mr. L. R. Smith, Superintendent
Southern Pacific Company
Union Station
Portland 9, Oregon

Re: Pux 157 & R-25758
Grade Crossing-S.P. Co. at Newberg
Hillsboro-Silverton Highway No. 140
Yamhill County

Dear Mr. Smith:

Herewith I hand you original and first copy of agreement, relative to the above titled crossing, both of which copies have been executed and acknowledged by two members of the State Highway Commission and have been revised in accordance with my letter to you of August 29.

When the State's executed copy is returned, we would appreciate having ten additional copies of Drawing P-14982-A, attached as an exhibit.

Very truly yours,

J. W. DeSOUZA
Assistant Counsel

JWD:RN
ENCL.
cc: Mr. Forrest Cooper
Mr. G. S. Paxson
Mr. A. G. Skelton

NOTED
FORREST COOPER

FORM S-125 500M REVISED 8-52

RECEIVED
SEP 4 1956
FOR FILING

1-6-5(1)
4646

COMMISSIONERS
BEN R. CHANDLER, CHAIRMAN
COOS BAY
CHAS. H. REYNOLDS, MEMBER
LA GRANDE
M. K. McIVER, MEMBER
PORTLAND
H. B. GLAISYER
SECRETARY

OREGON
STATE HIGHWAY DEPARTMENT
SALEM

R. H. BALDOCK
STATE HIGHWAY ENGINEER
W. C. WILLIAMS
1ST ASST. STATE HWY. ENGR.
W. W. STIFFLER
2ND ASST. STATE HWY. ENGR.
C. W. ENFIELD
CHIEF COUNSEL

August 30, 1956

Mr. M. K. McIver
State Highway Commissioner
225 S. W. Broadway
Portland 5, Oregon

Dear Mr. McIver:

I am attaching two copies of an agreement between the State and the Southern Pacific Company covering a change in the grade crossing of the Southern Pacific Company's lines by the Hillsboro-Silverton Secondary Highway on the north edge of Newberg. This work is nearing completion but we have not been able to do the small amount of work on the railroad right of way until such time as the agreements have been signed by the Highway Commission.

The terms of this agreement have been carefully examined and have been approved by both the engineering and legal divisions. It would be greatly appreciated if you would sign and return these copies at as early a date as is convenient.

Very truly yours,

H. B. Glaisyer

Secretary
OREGON STATE HIGHWAY COMM.

HBG:esm

Encl.

cc: Mr. Forrest Cooper
Mr. J. W. DeSouza

P.S.: A stamped, addressed envelope is enclosed for your convenience.

H. B. G.

NOTED
FORREST COOPER

RECEIVED
AUG 31 1956
OFFICE OF
STATE HIGHWAY ENGINEER

FORM S-123 BDM REVISED 2-53

RECEIVED
SEP 1 1956
FOR FILING

COMMISSIONERS

BEN R. CHANDLER, CHAIRMAN
Coos Bay

CHAS. H. REYNOLDS, MEMBER
La Grande

M. K. McIVER, MEMBER
Portland

H. B. GLAISYER
SECRETARY

1-C-5(1)
4644

OREGON
STATE HIGHWAY DEPARTMENT
SALEM

R. H. BALDOCK
STATE HIGHWAY ENGINEER

W. C. WILLIAMS
1ST ASST. STATE HWY. ENGR.

W. W. STIFFLER
2ND ASST. STATE HWY. ENGR.

C. W. ENFIELD
CHIEF COUNSEL

August 30, 1956

Mr. M. K. McIver
State Highway Commissioner
225 S. W. Broadway
Portland 5, Oregon

Dear Mr. McIver:

I am attaching two copies of an agreement between the State and the Southern Pacific Company covering a change in the grade crossing of the Southern Pacific Company's lines by the Hillsboro-Silverton Secondary Highway on the north edge of Newberg. This work is nearing completion but we have not been able to do the small amount of work on the railroad right of way until such time as the agreements have been signed by the Highway Commission.

The terms of this agreement have been carefully examined and have been approved by both the engineering and legal divisions. It would be greatly appreciated if you would sign and return these copies at as early a date as is convenient.

Very truly yours,

J. W. DeSouza

Secretary
OREGON STATE HIGHWAY COMM.

HBG:esm

Encl.

cc: Mr. Forrest Cooper
Mr. J. W. DeSouza

P.S.: A stamped, addressed envelope is enclosed for your convenience.

H. B. G.

NOTED
FORREST COOPER

RECEIVED
1956
OFFICE OF
STATE HIGHWAY ENGINEER

FORM E-123 SOH REVISED 7-53

RECEIVED
AUG 31 1956
FOR FILING

COMMISSIONERS
BEN R. CHANDLER, CHAIRMAN
Coos Bay
CHAS. H. REYNOLDS, MEMBER
La Grande
M. K. McIVER, MEMBER
Portland
H. B. GLAISYER
SECRETARY

F 6E(3)
4646

OREGON
STATE HIGHWAY DEPARTMENT
SALEM

R. H. BALDOCK
STATE HIGHWAY ENGINEER
W. C. WILLIAMS
1ST ASST. STATE HWY. ENGR.
W. W. STIFFLER
2ND ASST. STATE HWY. ENGR.
C. W. ENFIELD
CHIEF COUNSEL

August 29, 1956

Mr. L. B. Smith
Superintendent
Southern Pacific Company
Union Station
Portland 9, Oregon

Rux 157 - Grade Crossing
S. P. Co. at Newberg
Hillsboro-Silverton Highway No. 140
Yamhill County
Your No. - L-15-105339

Dear Mr. Smith:

Reference is made to your letter of the 14th on the above captioned project of which I believe has been erroneously referred to as your File L-15-105339.

I tried to get in touch with you by telephone today, but you were out; and I talked to Mr. Koberstein.

In accordance with our conversation the following changes are being made in the instrument:

(a) In the fourth complete paragraph on Page 2, the following words are being added "and shall maintain its tracks, rails and other facilities."

(b) Printed paragraph on Page 3 provides that after construction "railroad shall maintain the portion of said highway between lines two (2) outside of the rails at each track located thereon."

This is not in accordance with the petition or the order, and the quoted language is being stricken. There is being substituted in lieu thereof "State shall maintain the highway including the area between the tracks of railroad."

Complete paragraph five on Page 2 relates to the vacation of the existing crossing and the removal of the said crossing and the erection of suitable barricades. In view of the quitclaiming of the original easement to you, it does not appear necessary that any formal technical vacation proceedings be carried out, as the Agreement of May 7, 1917 with the City of Newberg would appear to adequately take care of the matter when the existing crossing is closed. There also is the fact of the order of the Public Utilities Commissioner requiring the removal of the existing crossing and the closing and

NOTED
G. S. PAXTON

barricading the same to public travel. This order provided that Southern Pacific Company should do such work while the present agreement provides that it shall be done by the State. We have no objection to doing this work, as it probably can be done more economically by the State's contractor, and it would be the obligation of the Highway Commission to reimburse you for the cost if done by Southern Pacific Company.

The agreement further provides that the Highway Commission quitclaim to Southern Pacific Company the following described parcel of land:

> "BEGINNING at the most westerly corner of Block 4 in Deskins 3rd Addition to Newberg, Oregon, as said addition is recorded in Book 1, Page 113 of the Plat Records of Yamhill County, Oregon; thence North 56°39' East on the north line of said Block and the Oregon and California Railroad Company's southerly right of way line 7.5 ft. to a point which is the actual point of beginning of the following description: thence North 33°21' West 60.0 feet to a point in Oregon and California Railroad Company's northerly right of way line; thence South 56°39' West on said right of way line 60.0 feet; thence South 33°21' East 60.0 feet to a point in Oregon and California Railroad Company's southerly right of way line; thence North 56°39' East 60.0 feet to the point of beginning, containing 0.0826 acres more or less, all in Sec. 18, T. 2 S, R 2 W., W.M. in the City of Newberg, in Yamhill County, Oregon."

We have no objection to this, although it is somewhat doubtful as to whether or not the Highway Commission has any title to quitclaim to you. The description has been compared to the area granted to the City of Newberg under the Agreement of May 17, 1917, and we do not believe that there should be any objection to the execution of a quitclaim deed by the City of Newberg for that purpose. A copy of this letter is being sent to the City. It should be understood, however, that regardless of the date of execution of any such instruments, the same will not be effective until such time as the new crossing has been opened to public travel.

Assurance is given that the instrument as revised will be executed by the State Highway Commission, and Mr. Koberstein stated that based upon such assurance, he felt that there should be no objection to the State's contractor entering upon your right of way and constructing the crossing. This right of entry is of serious importance, as the State's contractor is now ready and waiting to do the work.

Very truly yours,

JWD/mab

J. W. DeCoura
Assistant Counsel

cc - Hon. Geo. H. Layman
Mayor, Newberg, Oreg.
cc - W.H. Jaeckle, Chief Engineer
cc - G.S. Paxson
cc - A.G. Shelton

RECEIVED
1956
OFFICE OF
ENGINEER

RECEIVED
JUL 26 1956
FOR FILING

f 65(2)

4644

July 25, 1956

Southern Pacific Company
Union Station
Portland 9, Oregon

Attention: Mr. L. R. Smith
Superintendent

Gentlemen:

Public Utilities Commissioner Order #34439 provides for the grade crossing of your Newberg Branch by the Hillsboro-Silverton Highway No. 140. The order further provides that railroad signals shall be installed at the crossing. It would seem that the practical way of installing these signals is for your forces to do the work and bill us for our percentage of the cost. I would appreciate receiving from you plans for the installation and an estimate of the cost.

Our road project at this point is fairly well along, and the installation can be made as soon as plans are ready.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

C. S. Paxson
Assistant State Highway Engineer

CSP:gm

cc Mr. F. B. Crandall
Mr. Forrest Cooper
Mr. A. G. Shelton

RECEIVED
JUL 25 1956
FOR FILING

1.6.5 (2)
4646

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem Office
July 24, 1956

SUBJECT: Pux 157-Grade Crossing
S.P. Co. at Newberg
Hillsboro-Silverton Highway No. 140
Yamhill County

To: Mr. R. H. Baldock
State Highway Engineer
O f f i c e

On March 28, 1956, I sent you copy of Order No. 34439, issued by the Public Utilities Commissioner under date of March 26, 1956, relative to the above titled project. Subsequently a motion for reconsideration of the order, with respect to the allocation of costs, was filed with the Public Utilities Commissioner. Attached you will find copy of Order No. 34670, dated July 20, 1956, in which the motion for reconsideration of the previous order is denied. It is obvious that this denial is based on practice and procedure considerations without regard to the merits of the original allocation of costs.

J. W. DeSOUZA
Assistant Counsel

JWD:RN
ENCL.
cc: Mr. W. C. Williams
Mr. G. S. Paxson
Mr. W. W. Stiffler
Mr. P. M. Stephenson
Mr. Forrest Cooper
Mr. F. B. Crandall
Mr. A. G. Skelton
Mr. C. W. Enfield

NOTED
State Highway Engineer

RECEIVED
JUL 25 1956
OFFICE OF
STATE HIGHWAY ENGINEER

Order #34670

RECEIVED
JUL 23 1956
LEGAL DEPT.

BEFORE THE PUBLIC UTILITIES COMMISSIONER

OF OREGON

In the Matter of the Application of the State of Oregon, by and through its State Highway Commission, for authority to construct a crossing at grade of the Hillsboro-Silverton Highway No. 140 with the tracks of Southern Pacific Company, near the north limits of Newberg, known as the RELOCATED NEWBERG GRADE CROSSING, in the Southeast Quarter (SE¼) of Section 18, Township 3 South, Range 2 West, W.M., in Yamhill County, Oregon.	ORDER

On April 5, 1956, the State of Oregon, by and through its State Highway Commission, filed its motion for reconsideration of Order No. 34439, made and entered in the above entitled matter on March 26, 1956.

Neither the statutes of the State of Oregon relating to the administrative acts of the Commissioner nor the Rules of Practice and Procedure of the Commissioner provide for a reconsideration of an order duly entered. Therefore, the motion for reconsideration must be denied. It is therefore

ORDERED that the motion for reconsideration of Order No. 34439 is denied.

Made and entered this 20th day of July, 1956.

CHAS. H. HELTZEL

Public Utilities Commissioner

(OFFICIAL SEAL)

Contract 4646

RECEIVED
SEP 3 - 1957
FOR FILING

Modification number
8-40

Project (Report number)
4
S-65(3)

Form [illegible]-2A (5-31-57)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT

State
Oregon

County
Yamhill

Project number
S-65(3)

4644

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Engineer on June 20, 19 56, is hereby modified as follows:

Revised estimated total cost of project $ 146,903.73

Revised Federal funds $ 91,036.00

Other revisions - None.

All other terms and conditions of the Project Agreement will remain in full force and effect.

This modification is effective as of the 20th day of August, 19 57.

OREGON STATE HIGHWAY COMMISSION
(Official name of Highway Department)

By Chas H Lyons

Chairman, State Highway Commission
(Title)

By W F McLaren

Member, State Highway Commission
(Title)

By

Member, State Highway Commission
(Title)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

By O J Polk
Division Engineer

RECOMMENDED FOR APPROVAL:

STATE HIGHWAY ENGINEER

USComm-DC 11170

Oregon State Highway Department

Federal Aid Secondary
Project No. S-65(3)

CHEHALEM MOUNTAIN-NEWBERG SECTION

OF THE HILLSBORO-SILVERTON HIGHWAY IN YAMHILL COUNTY

(Revised estimate as a basis for modified project agreement. Based on final construction quantities at low bid prices and approved Price Agreements.)

Salem, Oregon, June 14, 1957

Outside City Limits of Newberg

Type Code 6201
Roadway (Sta. 416+75 to Sta. 512+34)(Contract No. 4646)

All Required	Clearing and Grubbing (90%)			$ 900.00
283.22 cu. yds.	Drainage Excavation, Unclassified	$3.00		849.66
16,347.1 cu. yds.	General Excavation, Unclassified	0.50		8,173.55
1.81 miles	Finishing Roadbed and Slopes	300.00		543.00
1,320 lin. ft.	12-inch Concrete Pipe	1.85		2,442.00
649 lin. ft.	18-inch Concrete Pipe	3.00		1,947.00
52 lin. ft.	24-inch Concrete Pipe	4.00		208.00
214 lin. ft.	Extra for Pipe Under Pavement	2.00		428.00
379 lin. ft.	Salvaging Culvert Pipe	2.00		758.00
56 only	Metal Sight Posts	4.00		224.00
12,093 cu. yds.	Coarse Crushed Material in Base	2.60		31,441.80
4,314 cu. yds.	3/4" - 0 Material in Base	2.80		12,079.20
1,434.8 M-gal.	Sprinkling	2.00		2,869.60
1.81 miles	Preparation of Base	200.00		362.00
231 cu. yds.	3/4" - 0 Material in Binder Course	4.75		1,097.25
32.31 tons	MC-3 Asphalt in Binder Course	52.00		1,680.12
5,584.4 tons	Asphaltic Concrete Mixture	5.75		32,110.30
4.63 tons	RS-1 Asphalt in Tack Coat	50.00		231.50
68 only	Extra for Asphaltic Concrete Approaches	35.00		2,380.00
	Approved Price Agreement			
2,541 cu. yds.	P. A. #2 Crushed Material in Base	2.85		7,241.85
387.87 tons	P. A. #3 85-100 Asphalt in Mixture	26.00		10,084.62
All Required	E. W. O. #2 Lower Existing 10" Cast Iron Water Main			2,314.55
All Required	E. W. O. #3 Flagging (57½% of Contractor's Cost)			780.17
All Required	E. W. O. #4 Repair Soft Spots in Subgrade			231.87
				$121,378.04
	Engr. & Cont.			10,858.20
				$132,236.24

Length of Roadway 1.806 Miles
Cost of Roadway per Mile $73,220.50

Inside City Limits of Hembery

Type (code 620)
Roadway (Sta. 513+34 to Sta. 519+31.7) (Contract No. 4646)

		Clearing and Grubbing (10%)		$ 100.00
All Required		Drainage Excavation, Unclassified	$3.00	56.07
18.69	cu. yds.	General Excavation, Unclassified	0.50	385.15
770.3	cu. yds.	Finishing Roadbed and Slopes	300.00	39.00
0.13	mile	12-inch Concrete Pipe	1.85	227.55
123	lin. ft.	18-inch Concrete Pipe	3.00	156.00
52	lin. ft.	Extra for Pipe Under Pavement	2.00	76.00
38	lin. ft.	Metal Guard Rail	4.00	400.00
100	lin. ft.	Metal Right Posts	4.00	16.00
4	only	Concrete in Islands	80.00	2,584.00
32.3	cu. yds.	Coarse Crushed Material in Base	2.60	3,588.00
1,380	cu. yds.	3/4" - 0 Material in Base	2.80	1,008.00
360	cu. yds.	Sprinkling	2.00	410.00
205	M-gal.	Preparation of Base	200.00	26.00
0.13	mile	3/4" - 0 Material in Binder Course	4.75	133.00
28	cu. yds.	RC-3 Asphalt in Binder Course	52.00	120.12
2.31	tons	Asphaltic Concrete Mixture	5.75	2,268.95
394.6	tons	RS-1 Asphalt in Tack Coat	50.00	21.00
0.42	ton	Extra for Asphaltic Concrete Approaches	35.00	350.00
10	only	Approved Price Agreement		
		P.A. #2 Crushed Material in Base	2.85	826.50
290	cu. yds.	P.A. #3 85-100 Asphalt in Mixture	26.00	672.36
25.86	tons			
				$13,463.70
		Engr. & Cont.		1,203.79
				$14,667.49

Length of Roadway 0.132 mile
Cost of Roadway per Mile $111,117.34

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
	Outside City Limits of Hembery		
Roadway	$132,236.24	$81,946.70	$50,289.54
	Inside City Limits of Hembery		
Roadway	14,667.49	9,089.30	5,578.19
	$146,903.73	$91,036.00	$55,867.73

State Funds for Const.: Chap. 175, Laws 1917; Chap. 31, Laws 1920; Chap. 529, Laws 1939.
State Funds for Maint.: Chap. 529, Laws 1939.

CPR 2-2056

FORM PR 3 (October 1954)

U. S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

State Oregon
County Yamhill
Project No. S-65(3)

PROJECT AGREEMENT FOR SECONDARY ROAD UNDER 1954 SECONDARY ROAD PLAN

4641

MEMORANDUM OF AGREEMENT made this 20th day of June, 1956, by and between The Oregon State Highway Commission, constituting for the purpose hereof the Highway Department of the State of Oregon, hereinafter called the Highway Department, and the Commissioner of Public Roads, Bureau of Public Roads, Department of Commerce, hereinafter called the Commissioner, pursuant to the provisions of the Act of Congress approved July 11, 1916 (39 Stat., 355), as amended and supplemented.

WITNESSETH:

WHEREAS, the Highway Department of said State has submitted a program, which was approved on the 18th day of October, 1955, for the project hereinafter described; and

WHEREAS, the Highway Department has furnished a contract estimate or force account estimate for said project; and

WHEREAS, State or local funds have been made available for the project in accordance with the requirements of the aforesaid Act of July 11, 1916, as amended and supplemented.

NOW, THEREFORE, in consideration of the premises and of the several promises to be faithfully performed by each, as hereinafter set forth, the Highway Department and the Commissioner do hereby mutually agree as follows:

WORK EMBRACED IN PROJECT

ARTICLE I. This agreement covers the following work as briefly described in the program:

Being 1.938 miles of grading, drainage, and 2-lane high type surfacing.
(Character of work)

between FA Rte. 9 in Newberg and FA Rt. 32 in Hillsboro.
(Control points)

consisting of 1.938 miles of roadway and no (Number) bridges.

CHARACTER AND METHOD OF CONSTRUCTION

ARTICLE II. The Highway Department will construct or cause to be constructed to final completion said project under its direct supervision, which shall include adequate inspection throughout the course of construction, and in accordance with the standards and procedures approved by the Commissioner under its 1954 Secondary Road Plan.

UNITED STATES PRO RATA SHARE OF THE COST OF SAID PROJECT

ARTICLE III. The United States pro rata share of the cost of the project covered by this agreement shall not in any event exceed the sum of seventy-five thousand and 00/100 dollars ($ 75,000.00), which does not exceed the authorized United States pro rata share of the approved total estimated cost of said project, which is one hundred twenty-four thousand, nine hundred ninety and 80/100 dollars ($ 124,990.80).

Comm—DC—32551

PAYMENTS

ARTICLE IV. As the work on said project progresses, or upon its completion, and upon receipt of vouchers from the Highway Department, the Commissioner shall from time to time submit schedules of vouchers certified by him to the Secretary of the Treasury for payment to the official or depository authorized under the laws of said State and designated by the Highway Department to receive public funds.

The Commissioner reserves the right to withhold such sums as he may deem necessary to insure completion of the work in compliance with this agreement.

MAINTENANCE OF PROJECT

ARTICLE V. The Highway Department will be responsible for the maintenance of said project in compliance with said Act of July 11, 1916, as amended and supplemented, and will use every means within its power to insure proper and permanent maintenance thereof.

IN WITNESS WHEREOF, the parties have hereunto affixed their signatures as of the day and year first above written.

OREGON STATE HIGHWAY COMMISSION
(Official title of Highway Department)

By _____

Chairman, State Highway Commission
(Title)

By _____

Member, State Highway Commission
(Title)

By _____

Member, State Highway Commission
(Title)

RECOMMENDED FOR APPROVAL:

_____
STATE HIGHWAY ENGINEER

COMMISSIONER OF PUBLIC ROADS

By _____

Division Engineer, Bureau of Public Roads

—33205

JUN 15 1951

Oregon State Highway Department

Federal Aid Secondary
Project No. S-65(3)

CHEHALEM MOUNTAIN-NEWBERG SECTION

OF THE HILLSBORO-SILVERTON HIGHWAY IN YAMHILL COUNTY

(Estimate as a basis for project agreement. Based on low bid prices)

Salem, Oregon, April 12, 1956

Outside City Limits of Newberg

Type Code 6201
Roadway (Sta. 416+75 to Sta. 512+34)(Contract No. 4646)

All Required		Clearing and Grubbing (90%)	$ -	$ 900.00
450	cu. yds.	Drainage Excavation, Unclassified	3.00	1,350.00
19,100	cu. yds.	General Excavation, Unclassified	0.50	9,550.00
1.81	miles	Finishing Roadbed and Slopes	300.00	543.00
1,290	lin. ft.	12-inch Concrete Pipe	1.85	2,386.50
440	lin. ft.	18-inch Concrete Pipe	3.00	1,320.00
70	lin. ft.	24-inch Concrete Pipe	4.00	280.00
60	lin. ft.	Extra for Pipe Under Pavement	2.00	120.00
390	lin. ft.	Salvaging Culvert Pipe	2.00	780.00
56	only	Metal Sight Posts	4.00	224.00
11,400	cu. yds.	Coarse Crushed Material in Base	2.60	29,640.00
3,600	cu. yds.	3/4" - 0 Material in Base	2.80	10,080.00
350	M-gal.	Sprinkling	2.00	700.00
1.81	miles	Preparation of Base	200.00	362.00
160	cu. yds.	3/4" - 0 Material in Binder Course	4.75	760.00
28	tons	RC-3 Asphalt in Binder Course	52.00	1,456.00
4,950	tons	Asphaltic Concrete Mixture	5.75	28,462.50
300	tons	100-120 Asphalt in Mixture	26.00	7,800.00
11	tons	RS-1 Asphalt in Tack Coat	50.00	550.00
70	only	Extra for Asphaltic Concrete Approaches	35.00	2,450.00
22	tons	RS-2 Asphalt in Pavement Seal	52.00	1,144.00
100	cu. yds.	Aggregates in Pavement Seal	5.00	500.00
				$101,358.00
All Required		Flagging (57½ of Contractors Cost.)		1,000.00
			Subtotal	$102,358.00
			10% Engr. & Cont.	10,235.80
				$112,593.80

Length of Roadway 1.806 miles
Cost of Roadway per mile $62,344.29

Inside City Limits of Newberg

Area Code 6201
Roadway (Sta. 512+34 to Sta. 519+31.7)(Contract No. 4646)

All Required	Clearing and Grubbing (10%)		$ 100.00
30 cu. yds.	Drainage Excavation, Unclassified	$ 3.00	90.00
900 cu. yds.	General Excavation, Unclassified	0.50	450.00
0.13 mile	Finishing Roadbed and Slopes	300.00	39.00
110 lin. ft.	12-inch Concrete Pipe	1.85	203.50
60 lin. ft.	18-inch Concrete Pipe	3.00	180.00
10 lin. ft.	Extra for Pipe Under Pavement	2.00	20.00
110 lin. ft.	Metal Guard Rail	4.00	440.00
4 only	Metal Sight Posts	4.00	16.00
20 cu. yds.	Concrete in Islands	80.00	1,600.00
1,300 cu. yds.	Coarse Crushed Material in Base	2.60	3,380.00
300 cu. yds.	3/4" - 0 Material in Base	2.80	840.00
50 M-gal.	Sprinkling	2.00	100.00
0.13 mile	Preparation of Base	200.00	26.00
20 cu. yds.	3/4" - 0 Material in Binder Course	4.75	95.00
2 tons	RC-3 Asphalt in Binder Course	52.00	104.00
350 tons	Asphaltic Concrete Mixture	5.75	2,012.50
20 tons	100-120 Asphalt in Mixture	26.00	520.00
1 ton	RS-1 Asphalt in Tack Coat	50.00	50.00
10 only	Extra for Asphaltic Concrete Approaches	35.00	350.00
2 tons	RS-2 Asphalt in Pavement Seal	52.00	104.00
10 cu. yds.	Aggregate in Pavement Seal	5.00	50.00
			$ 10,770.00
All Required	Flagging (5% of Contractors Cost.)		500.00
		Subtotal	$ 11,270.00
		10% Engr. & Cont.	1,127.00
		Total	$ 12,397.00

Length of Roadway 0.132 mile
Cost of Roadway per mile $93,916.66

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
	Outside City Limits of Newberg		
Roadway	$112,593.80	$67,561.00	$45,032.80
	Inside City Limits of Newberg		
Roadway	12,397.00	7,439.00	4,958.00
	$124,990.80	$75,000.00	$49,990.80

State Funds for Const: Chap. 175, Laws 1917; Chap. 31, Laws 1920; Chap. 529, Laws 1939.
State Funds for Maint: Chap. 529, Laws 1939.

RECEIVED
JUN 11 1956
FOR FILING

FORM E-20X—GOM—11-55—80225
2 - (illegible)
4646

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
June 6, 1956

SUBJECT: Chehalem Mt.-Newberg
Hillsboro-Silverton
Contract No. 4646

To:
Mr. A. G. Skelton
Division Engineer
State Highway Department
Portland, Oregon

NOTED
W. C. WILLIAMS

Reference is made to Laboratory Reports Nos. 389683, 389914, 390071, dated May 25th and 29th, 1956 showing that (a) the maximum size of crushed rock is too small, varying from 1" to 1½" size, (b) there is a deficiency of 1.3% in material retained on the 1¼-inch screen in one test, and (c) there is a 5 percent deficiency of material passing the ¼-inch screen on one test on the crushed rock (2½"-0) being produced.

Will you please instruct the resident engineer to tighten up his inspection and instruct the contractor to so alter his plant and quarry operations that the required maximum size, 2½"-0 crushed rock, will be produced. It may be well to sample the stockpile in which this material is being placed to determine whether there is a discrepancy between the belt smaples reported on and the stockpiled material.

Will you also, please instruct the resident engineer to so mark his samples that it is clear they represent corrected material.

Forrest Cooper
Construction Engineer

By L. H. Young

L. H. Young
Ass't. Construction Engineer

LHY-WCH:ef

cc to: W. C. Williams
Ray Webber

RECEIVED
JUN 7 1956
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
MAY 10 1956
FOR FILING

May 9, 1956

Mr. C. G. Polk
District Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

This is to advise you that work was started on May 2, 1956 on Contract No. 4646, Chehalem Mountain-Newberg Section, in Yamhill County, in connection with Federal Aid Project No. S-65(3).

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Deputy State Highway Engineer

DSPtch

RECEIVED
APR 23 1956
FOR FILING
S-1.5-(2)
4646

Salem, Oregon
April 18, 1956

Advance warning signs
S.P. Co. Grade Crossing at Newberg
Hillsboro-Silverton Hwy. No. 140
Yamhill County

Mr. W. O. Widdows
Sign Engineer
State Highway Shops

To conform with requirements of the Bureau of Public Roads, it will be necessary to install reflectorized advance warning signs at the grade crossing of the Southern Pacific Company railroad with the relocated Hillsboro-Silverton Highway in Newberg.

The crossing will be constructed at Station 517+37.5 of the Chehalem Mtn.-Newberg Section, Contract No. 4646. The railroad company will install two automatic flashing light signals in accordance with P.U.C. Order No. 34439.

The signs should be installed before the completion of the job, which is estimated to be September 30, 1956. Expense should be charged to prefix 136-1034. Federal Aid Project is No. S-65(3).

W. C. Williams
Deputy State Highway Engineer

Main

cc: A. G. Skelton

FORM E-373 9M 5-55 REVISED 2-56

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APR 9 - 1956
FOR FILING

COMMISSIONERS
BEN R. CHANDLER, CHAIRMAN
Coos Bay
CHAS. H. REYNOLDS, MEMBER
La Grande
M. K. McIVER, MEMBER
Portland
H. B. GLAISYER
SECRETARY

F (2)
4646

OREGON
STATE HIGHWAY DEPARTMENT
SALEM

R. H. BALDOCK
STATE HIGHWAY ENGINEER
W. C. WILLIAMS
1ST ASST. STATE HWY. ENGR.
W. W. STIFFLER
2ND ASST. STATE HWY. ENGR.
C. W. ENFIELD
CHIEF COUNSEL

April 5, 1956

Mr. Chas. H. Heltzel
Public Utilities Commissioner
Public Service Building
Salem, Oregon

Re: Pux 157-Grade Crossing
S.P. Co. at Newberg
Hillsboro-Silverton Highway No. 140
Yamhill County

Dear Mr. Heltzel:

Herewith I hand you original and three copies of Motion For Reconsideration of Order No. 34439, issued with reference to what is known as the Relocated Newberg Grade Crossing, your Docket F-2497.

Two of the copies are for service upon Southern Pacific Company and one copy is for service upon the City of Newberg.

Very truly yours,

C. W. ENFIELD
Chief Counsel

By

J. W. DeSOUZA
Assistant Counsel

JWD:RN
ENCL.
cc: Mr. R. H. Baldock
Mr. W. C. Williams
Mr. G. S. Paxson
Mr. W. W. Stiffler
Mr. C. W. Enfield

NOTED
G. S. PAXSON

RECEIVED
APR 5 1956
OFFICE OF
ENGINEER

RECEIVED
APR 1 - 1956
FOR FILING

April 4, 1956

Calkins Crushing Co.
Oceanlake
Oregon

Gentlemen:

We enclose herewith for your files a fully executed copy of contract No. 4646, which was awarded to you by the State Highway Commission on March 9, covering the Chehalem Mountain-Newberg Section of the Hillsboro-Silverton Highway in Yamhill County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl
encl.

RECEIVED
APR 5 - 1956
FOR FILING

NOTED
W. C. WILLIAMS

FORM 8-30—3CM—2-55—62906

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem Office
March 28, 1956

SUBJECT: Pux 157-Newberg Grade Crossing

To: Mr. W. C. Williams ✓
Mr. G. S. Paxson
Mr. W. W. Stiffler
Mr. E. A. Collier (2)
Mr. P. M. Stephenson (6)
Mr. Forrest Cooper (3)
Mr. F. B. Crandall
Mr. A. G. Skelton (1)
Mr. C. W. Enfield

Herewith I hand you copy of Order No. 34439, issued by the Public Utilities Commissioner under date of March 26, 1956, relative to the relocated Newberg Grade Crossing on the Hillsboro-Silverton Highway across the tracks and right of way of Southern Pacific Company. The petition of the Highway Commission requested the assessment of 50% of the cost of the acquisition and installation of the electric signals to Southern Pacific Company, but you will note that only 10% of such costs have been assessed against the Railroad. Obviously, the Public Utilities Commissioner followed the 10% allocation set out by the Regulations of the Bureau of Public Roads. With this proceeding as a precedent, I have serious doubts that Southern Pacific Company, in the future, will voluntarily agree to a 50% participation in the costs of new signalization.

J. W. DeSouza
J. W. DeSOUZA
Assistant Counsel

JWD:RN
ENCL.

RECEIVED
MAR 28 1956
OFFICE OF
STATE HIGHWAY ENGINEER

Order #34439

BEFORE THE PUBLIC UTILITIES COMMISSIONER

OF OREGON

F-2497

In the Matter of the Application of the State of Oregon, by and through its State Highway Commission, for authority to construct a crossing at grade of the Hillsboro-Silverton Highway No. 140 with the tracks of Southern Pacific Company, near the north limits of Newberg, known as the RELOCATED NEWBERG GRADE CROSSING, in the Southeast Quarter (SE¼) of Section 18, Township 3 South, Range 2 West, W.M., in Yamhill County, Oregon.

ORDER

The above entitled matter was duly heard on Friday, January 13, 1956, at 9:30 A.M., at the City Hall, Newberg, Oregon, before C. E. Jaqua, Utility Engineer, representing the Commissioner.

The following appearances are of record herein:

J. W. DeSouza, Assistant Counsel, Salem, Oregon,
Representing Oregon State Highway Commission;

Edwin L. Graham, Attorney, Portland, Oregon
James C. Ingwersen, Attorney, Portland, Oregon
Representing Southern Pacific Company;

The City of Newberg was not represented by Counsel.

On November 18, 1955, the State of Oregon, by and through its State Highway Commission, hereinafter referred to as Applicant, applied for authority to construct a grade crossing of the tracks and right of way of the Newberg Branch of Southern Pacific Company near the north limits of the City of Newberg, as part of a realignment of the Hillsboro-Silverton Highway.

The crossing now in use, designated as No. P-748.9 in the Commissioner's Catalog of Railroad Crossings in the State of Oregon, will be vacated upon completion of the proposed crossing which will lie approximately 150 feet northeast thereof.

The City of Newberg approved the granting of the application.

Southern Pacific Company did not object to the proposed construction but filed formal protest to the issuance of an order allocating the costs of providing and placing preservative treated ties and guard rails across the highway roadbed and the costs of providing and installing the automatic electric signals as set out in the application.

After due notice the matter was set for hearing, evidence was adduced on behalf of parties as set forth above, the hearing was completed, and the matter submitted for determination. Based upon said evidence and record, it is found that:

The existing crossing, which is near the right-angled intersection formed by Vermillion Street and Illinois Street, was authorized on August 7, 1916, by Public Service Commission Order No. 115, which granted the application of the City of Newberg to construct a roadway across the track and right of way of the Oregon and California Railroad Company.

On August 20, 1928, the construction of two additional tracks at the crossing by Southern Pacific Company was authorized. Subsequently a spur track was installed by Southern Pacific Company serving the Union Oil Company plant which lies just east of the right of way of the proposed highway. All rail movements over this spur are afforded flag protection.

This crossing is protected by two Commissioner's Standard No. 1 railroad crossing signs. A sharp curve immediately south of the crossing restricted view of approaching trains by culture adjacent to the crossing, and cars standing on the

several tracks make this crossing very hazardous.

Three accidents have been reported at this crossing since January 1, 1946.

Because of the established grade of College Street lying just south of the proposed crossing and the expense involved in construction, it would be impracticable to provide a crossing of railroad tracks at other than common grade.

Four tracks will be included in the crossing limits, consisting of the main track, a passing track, an auxiliary track and a spur track lying in the order named, proceeding south from the northerly track which is the main track.

Washington Street lies approximately 1,950 feet southwest of the proposed crossing and Meridian Street, the nearest crossing easterly therefrom, is approximately 700 feet northeast of said crossing.

The proposed highway will provide for better alignment at the crossing, and to some extent improve conditions relative to sight distances, which will be fairly open in three quadrants.

The crossing will be on a 10 degree curve to the right when proceeding in a southerly direction and will cross the main track at an approximate angle of 77 degrees.

The travelled portion of the crossing will be approximately 22 feet in width within a 60-foot right of way, and the roadway will approach the crossing from the south on an ascending grade of 2.92% and from the north on an ascending grade of 1.18% which grades will be connected by a vertical curve 65 feet in length thus providing a practically level surface at the crossing.

The estimated daily volume of traffic on the highway at the proposed crossing will be 1,400 vehicles per day, based on 1955 tabulations, which traffic will be subject to normal annual increases.

Two train movements per day, in addition to several switching movements at slow speeds, will be conducted over the proposed crossing. Through train movements are at slow speeds, normally under 15 miles per hour, and standard railroad equipment consisting largely of loaded and unloaded log flats is being used. No passenger service would be conducted over the crossing.

It is proposed to protect the new crossing by the installation of two Commissioner's Standard No. 2 flashing light signals and standard advance warning signs.

Southern Pacific Company will, at its own expense, provide and place preservative treated ties and guard rails across the highway, grant such easements as may be necessary, and will, subject to proper reimbursement by Applicant, provide such watchman and flagman services as may be necessary to safeguard railroad operations during the construction of the project, remove the existing crossing and close and barricade it to public travel. In addition, Southern Pacific Company shall acquire and install two automatic flashing light signals similar to Commissioner's Standard No. 2, and bear 10% of the costs of such acquisition and installation.

Applicant will prepare plans and specifications, award contracts for the project, and reimburse Southern Pacific Company for all necessary and properly chargeable expenditures in connection therewith in accordance with terms and conditions provided by Policy and Procedure Memorandum No. 30-3 issued by the Bureau of Public Roads August 15, 1955, including 90% of the costs of acquisition and installation of automatic signals.

Upon completion of the crossing, Applicant will maintain the highway with its appurtenances and facilities, including the pavement or surfacing material between the rails, and Southern Pacific Company will maintain its track and roadbed and other railroad facilities, including the automatic electric signals.

There was no showing of an appreciable increase in benefits to Southern Pacific Company by the relocation of the crossing.

From the foregoing, it is concluded that the proposed relocated crossing will provide improved alignment, better sight distances and increased crossing protection.

It is further concluded that the flashing light signals should be installed in such a manner as to provide a warning of approaching trains on the main, passing and auxiliary tracks.

It is further concluded that the benefits accruing to Southern Pacific Company by the relocation of the crossing would justify the Company's bearing 10% of the costs of acquisition and installation of the signals, as well as the installing of ties and guardrails at its own expense.

It is further concluded that upon completion of the proposed crossing, the existing crossing should be abandoned and barricaded to vehicular travel; it is therefore

ORDERED that the application of the State of Oregon, by and through its State Highway Commission, for authority to construct a crossing at grade of the Hillsboro-Silverton Highway No. 140 with the tracks and right of way of Southern Pacific Company, near the north limits of Newberg, known as the RELOCATED NEWBERG GRADE CROSSING, in the Southeast Quarter of Section 18, Township 3 South, Range 2 West, Willamette Meridian, in Yamhill County, Oregon, is granted; and it is further

ORDERED that the crossing be constructed in a good and workmanlike manner and in conformity as to location, angle of crossing and grade with plans and profiles submitted with the application and by this reference made a part hereof; and it is further

ORDERED that Southern Pacific Company shall, at its own expense, install preservative treated ties beneath the rails for the full width of the crossing, and place steel guard rails on the inner side of the

running rails of each track in such a manner as to contain the pavement surfacing and provide a flangeway for rail operation; and it is further

ORDERED that the crossing be surfaced for the full travelled width of the roadway and between the rails and tracks with asphaltic concrete to provide a surface in conformity with adjacent sections of the highway; and it is further

ORDERED that Southern Pacific Company shall, subject to such reimbursement as hereinafter provided, acquire and install two Commissioner's Standard No. 2 flashing light signals, one in the southeast quadrant to the east of the highway and between the auxiliary track and spur track, and one in the northwest quadrant on the south side of the highway and to the west of the main track; said automatic signals to be so actuated by track circuits as to provide a warning of the approach of a train on the main track of not less than 20 seconds nor more than 30 seconds, and sufficient interval on the passing and auxiliary tracks as to permit safe negotiation of the crossing by persons or vehicles; and it is further

ORDERED that Oregon State Highway Commission shall, at its own expense, acquire and install at proper locations two advance warning signs of accepted standard, size and design; and it is further

ORDERED that Southern Pacific Company shall, subject to reimbursement by Oregon State Highway Commission for all proper expenses incurred in connection therewith, provide such watchman and flagman services as are necessary to safeguard railroad operations during the construction period and, upon completion of the new crossing, barricade and close to public travel the existing crossing designated as Crossing No. P-748.9 in the Commissioner's Catalog of Railroad Crossings in the State of Oregon; and it is further

ORDERED that Oregon State Highway Commission shall bear all costs of relocation and construction of the crossing, except the costs of providing and installing railroad ties and guard rails, and shall reimburse Southern Pacific Company for all necessary and proper expenses incurred in connection with the project which are reimbursable under and not prohibited

by the terms of Policy and Procedure Memorandum No. 30-3 issued by the Bureau of Public Roads dated August 15, 1955, including 90% of the costs of acquisition and installation of the Commissioner's Standard No. 2 flashing light signals; and it is further

ORDERED that, upon completion of the crossing, Oregon State Highway Commission shall at its own expense maintain the highway with its appurtenances and facilities, including the pavement or surfacing material between the rails, and Southern Pacific Company shall, at its own expense, maintain its track and roadbed and other railroad facilities, including the automatic electric signals; and it is further

ORDERED that the designation P-748.93 be assigned to the new crossing and maintained thereat as a means of identification in the Commissioner's Catalog of Railroad Crossings in the State of Oregon.

Made and entered this 26th day of March, 1956.

CHAS. H. HELTZEL

Public Utilities Commissioner

(OFFICIAL SEAL)

RECEIVED
APR 11 1956
FOR FILING

March 9, 1956

Calkins Crushing Co.
P. O. Box 547
Oceanlake, Oregon

Gentlemen:

The State Highway Commission on January 27, 1956 accepted your proposal for Grading and paving the Chehalem Mountain-Newberg Section of the Hillsboro-Silverton Highway in Yamhill County for the sum of $112,128 and referred it to the State Highway Engineer with authority to award the contract to you as soon as certain conditions had been fulfilled. This note is to inform you that such conditions have now been satisfied and that the State Highway Engineer today awarded you the contract in conformity with the Commission's authorization. This project has been assigned Contract No. 4646.

Contract forms are now being prepared in this office and will be mailed to you shortly for execution.

This confirms my wire to you of this date.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

mm

cc: R. G. Savage, SIAC
Forrest Cooper
S. H. Probert

Pacific Builder & Engineer, Inc.
2418 Third Avenue
Seattle 1, Washington

Attention: Dorothy McCormack

RECEIVED
FEB 8 1956
FOR FILING

DOMESTIC SERVICE
Check the class of service desired; otherwise this message will be sent as a fast telegram
TELEGRAM
DAY LETTER
NIGHT LETTER

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S
E

WESTERN UNION TELEGRAM

1206 (4-55)

W. P. MARSHALL, PRESIDENT

INTERNATIONAL SERVICE
Check the class of service desired; otherwise the message will be sent at the full rate
FULL RATE
LETTER TELEGRAM
SHORE-SHIP

NO. WDS.-CL. OF SVC.	PD. OR COLL.	CASH NO.	CHARGE TO THE ACCOUNT OF	TIME FILED

Send the following message, subject to the terms on back hereof, which are hereby agreed to

Salem, Oregon
March 9, 1956
8:40 a. m.

Calkins Crushing Co.
P. O. Box 547
Oceanlake, Oregon

Contract for Chehalem Mountain-Newberg Section , Yamhill County for which you submitted low bid on January 27, 1956 awarded you today.

Contract forms follow shortly.

H. B. Glaisyer, Secretary
OREGON STATE HIGHWAY COMM.

cc: Accounting (5003-900)
Files
C. W. Head

Attach 1

RECEIVED
FEB 8 1956
FOR FILING

Court
Fd Aid
Roads + Path - 3-65(3)

Salem, Oregon
February 7, 1956

Mr. John W. Cattrall
City & County Relations Dept.
Office

MISC. CONTRACTS and AGREEMENTS No. 1701

Attached hereto is a conformed copy of an agreement with the City of Newberg covering the construction of the Chehalem Mountain-Newberg Section of the Hillsboro-Silverton Highway in the City of Newberg.

A fully executed copy of the above agreement has been retained in this office for the Commission's files and one fully executed copy has been sent to the City Recorder, Newberg, Oregon.

H. H. Glaisyer
Secretary

Fn
Attachs 1

RECEIVED
FEB 8 1956
FOR FILING

Unit
3rd Std
Pkg & Pin

(5-65(2)

February 7, 1956

Mr. Thomas Beaty
City Recorder
City Hall
Newberg, Oregon

Dear Sir:

We are enclosing herewith for the records and files of the City of Newberg a fully executed copy of an agreement between the State Highway Commission and the City of Newberg covering construction on the Chehalem Mountain-Newberg Section of the Hillsboro-Silverton Highway in the City of Newberg.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

rm
Enc.

1.26.56

R E S O L U T I O N

WHEREAS, by virtue of the laws of the State of Oregon, as set forth and defined in Oregon Revised Statutes, the State Highway Commission is authorized and empowered to acquire by purchase, agreement, donation, or by the exercise of the power of eminent domain, real property, or any right or interest therein, including any easement or rights of access, deemed by the Highway Commission necessary for highway purposes, to wit: For rights of way, either for the original location of or for the widening, straightening or otherwise changing any highway, road or street; quarry sites; gravel pits; storage sites; stock pile sites, or for the acquisition or manufacture of roadbuilding materials; approach or hauling roads; connecting roads; frontage roads; highway drainage; drainage tunnels; or for the elimination or prevention of hazardous points of entry from adjacent property to state highways; or for the maintenance of an unobstructed view of any state highway so as to provide for the safety of the traveling public; and,

WHEREAS, for the purpose of providing a highway which will more adequately serve the traveling public, the Highway Commission plans and proposes to widen, improve and maintain the Hillsboro-Silverton Secondary Highway; and

WHEREAS, for the purpose of widening, constructing, improving and maintaining the said highway, to the end that human lives may be saved, property damage minimized, transportation by motor vehicles promoted, highway travel in general safeguarded, and public welfare promoted, it is the judgment of the Commission that the real properties hereinafter described are necessary.

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission as follows:

1. The Commission does hereby find and declare that there is needed and required, for the construction, improvement, betterment and maintenance of highways of the state highway system, and the widening, construction, improvement and maintenance of the said Hillsboro-Silverton Secondary Highway, fee simple title to certain parcels of real property. The said parcels of real property needed and required, or which in the best interests of the State and the owners should be acquired, and the specific use to be made thereof, are more particularly described in the attached list, marked Exhibit "A", under the Commission's respective file number and the name of the record owner or reputed owner; and said Exhibit "A" is by this reference adopted and made a part hereof as completely and fully as though set forth herein in full.

2. That the widening, construction, improvement and maintenance of the said Hillsboro-Silverton Secondary Highway and the highway facilities for which each of the said parcels of property is required and being taken is necessary in the public interest, and the same has been planned, designed, located, and will be constructed in a manner which will be most compatible with the greatest public good and the least private injury or damage.

3. That the Legal and Right of Way Department is directed to attempt to agree with the owners and other persons having an interest in said parcels of real property as to the compensation to be paid for the taking; and in the event that no satisfactory agreement can be reached, then the Chief Counsel is directed and authorized to commence and prosecute to final determination such suit or action as may be necessary to acquire title to said parcels of real property, or interest therein.

4. That upon the trial of any suit or action instituted to acquire the said real property, the Chief Counsel or, in his absence, any Assistant Attorney for the State Highway Commission, is authorized to make such stipulation, agreement or admission as in his judgment may be for the best interests of the State of Oregon.

5. That this resolution be entered in full in the minutes and records of the Commission this 26th day of January, 1956, as Condemnation Resolution No. _____.

File No. 24255
Owner: Bradley F. Smith and Alleta M. Smith
Use: The following described real property is necessary for right of way purposes for the widening, construction, improvement and maintenance of the Hillsboro-Silverton Secondary Highway, to wit:

A parcel of land lying in the William T. Wallace Donation Land Claim No. 47, also lying in the East half of the Southeast quarter ($E\frac{1}{2}$ $SE\frac{1}{4}$) of Section 7, Township 3 South, Range 2 West, W.M., Yamhill County, Oregon, and being a portion of that property described in that deed to Bradley F. Smith and Alleta M. Smith, recorded in Book 163, Page 688, of Yamhill County Records of Deeds; the said parcel being that portion of said property lying westerly of a line that is parallel with and 30 feet easterly of the center line of the Hillsboro-Silverton Highway as said highway long has been located, which center line is described as follows:

Beginning at Engineer's centerline Station 442+64.74, said Station being 2146.13 feet South and 738.11 feet West of the Northeast corner of said Section 7; thence South 0° 10' 30" East 3287.80 feet to Station 475+54.54; the easterly line of said parcel crossing the North line of said property approximately opposite Station 460+66.

The parcel of land to which this description applies contains 3584 square feet, all of which lies within the existing right of way.

File No. 24255
Owner: Bradley F. Smith and Alleta M. Smith
Use: The following described real property is necessary for right of way purposes for the widening, construction, improvement and maintenance of the Hillsboro-Silverton Secondary Highway, to wit:

A parcel of land lying in the William T. Wallace Donation Land Claim No. 47, also lying in the East half of the Southeast quarter ($E\frac{1}{2}$ $SE\frac{1}{4}$) of Section 7, Township 3 South, Range 2 West, W.M., Yamhill County, Oregon, and being a portion of that property described in that deed to Bradley F. Smith and Alleta M. Smith, recorded in Book 163, Page 688, of Yamhill County Records of Deeds; the said parcel being that portion of said property lying westerly of a line that is parallel with and 30 feet easterly of the center line of the Hillsboro-Silverton Highway as said highway long has been located, which center line is described as follows:

Beginning at Engineer's centerline Station 442+64.74, said Station being 2146.13 feet South and 738.11 feet West of the Northeast corner of said Section 7; thence South 0° 10' 30" East 3287.80 feet to Station 475+54.54; the easterly line of said parcel crossing the North line of said property approximately opposite Station 460+66.

The parcel of land to which this description applies contains 3584 square feet, all of which lies within the existing right of way.

File No. 24267
Owner: William E. Gearin and Anna Ruth Gearin, husband and wife.
Use: The following described real property is necessary for right of way purposes for the widening, construction, improvement and maintenance of the Hillsboro-Silverton Secondary Highway, to wit:

A parcel of land lying in the Oliver J. Walker Donation Land Claim No. 53 also lying in the Northeast quarter ($NE\frac{1}{4}$) of Section 18, Township 3 South, Range 2 West, W.M., Yamhill County, Oregon, and being a portion of that property described in that deed to William E. Gearin and Anna Ruth Gearin, recorded in Book 170, Page 109, of Yamhill County Records of Deeds; the said parcel being that portion of said property included in a strip of land 35 feet in width, lying on the westerly side of the center line of the Hillsboro-Silverton Highway as said highway has been relocated, which center line is described as follows:

Beginning at Engineer's centerline Station 475+52.54, said Station being 2477.91 feet North and 732.34 feet West of the East quarter ($E\frac{1}{4}$) corner of said Section 18; thence South 0° 17' 55" East, 1493.31 feet to Station 490+45.85; the westerly line of said strip of land crossing the North and South lines of said property approximately opposite Stations 479+37 and 480+73, respectively.

The parcel of land to which this description applies contains 2040 square feet outside of the existing right of way.

File No. 24296
Owner: Hurbert V. Zenzen and Olive P. Zenzen, husband and wife.
Use: The following described real property is necessary for right of way purposes for the widening, construction, improvement and maintenance of the Hillsboro-Silverton Secondary Highway, to wit:

A parcel of land lying in the Daniel D. Deskins Donation Land Claim No. 54 also lying in the Northeast quarter of the Southeast quarter (NE¼ SE¼) of Section 18, Township 3 South, Range 2 West, W.M., Yamhill County, Oregon, and being a portion of that property described in that deed to Hubert V. Zenzen and Olive P. Zenzen, recorded in Book 174, Page 716, of Yamhill County Records of Deeds; the said parcel being that portion of said property lying westerly of a line that is parallel to and 30 feet easterly of the center line of the Hillsboro-Silverton Highway as said highway long has been located, which center line is described as follows:

Beginning at Engineer's center line Station 504+92.32, said Station being 461.31 feet South and 740.33 feet West of the East quarter (E¼) corner of said Section 18; thence on a 1909.86 foot radius curve left (the long chord of which bears South 3° 01' 47" West) 174.95 feet; thence South 0° 24' 20" West 588.85 feet to Station 512+56.12; the easterly line of said parcel crossing the North and South lines of said property approximately opposite Stations 506+60 and 507+50, respectively.

The parcel of land to which this description applies contains 900 square feet, all of which lies within the existing right of way.

56 7

File No. 24310
Owner: A. R. Compton and Orva Compton, husband and wife.
Use: The following described real property is necessary for right of way purposes for the widening, construction, improvement and maintenance of the Hillsboro-Silverton Secondary Highway, to wit:

A parcel of land lying in the Daniel D. Deskins Donation Land Claim No. 54, also lying in the Southeast quarter (SE¼) of Section 18, Township 3 South, Range 2 West, W.M., Yamhill County, Oregon, and being a portion of that property described in that deed to A. R. Compton and Orva Compton, husband and wife, recorded in Book 137, Page 87, of Yamhill County Records of Deeds; the said parcel being that portion of said property lying easterly of a line that is parallel with and 30 feet westerly of the following described line.

Beginning at Engineer's centerline Station 506+67.27 P.T. of the center line of the Hillsboro-Silverton Highway as said highway has been relocated, said Station being 635.97 feet South and 749.58 feet West of the East quarter (E¼) corner of said Section 18; thence South 0° 24' 20" West 588.85 feet to Station 512+56.12 P.C.; thence continuing South 0° 24' 20" West on the semi-tangent of a 572.96 foot radius curve left, 173.44 feet to Station 514+29.56 P.I.

The parcel of land to which this description applies contains 680 square feet outside of the existing right of way.

EXHIBIT A

RECEIVED
JAN 18 1956
FOR FILING

1-65(2)
1/6/56

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem Office
January 4, 1956

SUBJECT: Pux 157-Newberg Grade Crossing

To: Mr. G. S. Paxson
Assistant State Highway Engineer
O f f i c e

Hearing on the matter of the Relocated Newberg Grade Crossing of the tracks of Southern Pacific Company has been set by the Public Utilities Commissioner, at 9:30 a.m., on January 13, 1956, in the City Hall at Newberg.

As you know, Southern Pacific Company has protested the requirement to provide, at its own cost and expense, preservative treated ties and guard rails across the highway roadbed and has protested the installation of automatic electric signals, based upon a 50/50 participation in cost.

In properly making a case for the record, it will be necessary that I cover the following three phases of the matter:

(1) The nature and extent of the project, including (a) the limits of the project of which the grade crossing is a part, (b) the type of construction relative to roadbed width, type and width of pavement and other similar details, (c) the time when it is desired to call for bids, and (d) the practicability of closing the existing crossing.

(2) The justification for the installation of automatic signals from a highway and railroad safety standpoint and the fact that no Federal funds will be involved in the signal installation.

(3) The estimated volume of traffic using the crossing after its installation and the closing of the existing crossing, together with opinion evidence as to the safety of the proposed crossing and the justification for electric signals.

I assume that you will be prepared to adequately cover Items 1 and 2 and that Item 3 will be covered by Mr. Crandall or someone in his office.

J. W. DeSOUZA
Assistant Counsel

RECEIVED
JAN 19 1956
STATE HIGHWAY ENGINEER

JWD:RN
cc: Mr. F. B. Crandall

RECEIVED
JAN 9 56
FOR FILING

COMMISSIONERS
BEN R. CHANDLER, CHAIRMAN
Coos Bay
CHAS. H. REYNOLDS, MEMBER
La Grande
M. K. McIVER, MEMBER
Portland
H. B. GLAISYER
SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
W. C. WILLIAMS
1ST ASST. STATE HWY. ENGR.
W. W. STIFFLER
2ND ASST. STATE HWY. ENGR.
C. W. ENFIELD
CHIEF COUNSEL

OREGON
STATE HIGHWAY DEPARTMENT
SALEM

December 29, 1955

Mr. Chas. H. Heltzel
Public Utilities Commissioner
Public Service Building
Salem, Oregon

Attention: Mr. David Don

Re: Pux 157-Newberg Grade Crossing
Yamhill County

Dear Mr. Don:

It is expected that Mr. G. S. Paxson, Assistant State Highway Engineer, will appear as a witness to justify the installation of automatic electric signals on the Newberg Grade Crossing project in Yamhill County, your Docket F-2497.

Owing to the fact that he will be absent from the State, it is requested that hearing on the matter be not set during the period from January 16 to February 24, inclusive.

Very truly yours,

C. W. ENFIELD
Chief Counsel

By

J. W. DeSOUZA
Assistant Counsel

JWD:RN
cc: Mr. G. S. Paxson
Mr. W. C. Williams
Mr. Forrest Cooper

NOTED
G. S. PAXSON

RECEIVED
JAN 3 1956
FOR FILING

FORM BSC—50M—2-55—62065
4644

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem Office
December 28, 1955

SUBJECT: Pux 157-Newberg Grade Crossing

To: Mr. G. S. Paxson
Assistant State Highway Engineer
O f f i c e

Answer of Southern Pacific Company to the petition of the Highway Commission for authority to construct a relocated crossing at grade with the tracks of Southern Pacific Company at Newberg has been received.

The answer protests the allegations contained in sub-paragraphs (a) and (b) of paragraph VI of the petition under Things To Be Done By Railroad Company, which sub-paragraphs are as follows:

> (a) At its own cost and expense provide and place preservative treated ties and guardrails across the highway roadbed.
>
> (b) Provide and install two automatic electric signals conforming to Commissioner's Standard No. 2 at the locations shown on the print attached hereto and thereafter maintain the same, subject to the condition that Petitioner will reimburse Railroad to the extent of 50% of the cost of the acquisition and installation of said signals, including track connections.

The purpose of this communication is to give you advance notice of the answer of Southern Pacific Company so that you will be in a position to prepare yourself to take the stand and give overwhelming evidence supporting the allegations, particularly with reference to the justification for the installation of grade crossing signals and the assessment of 50% of the cost thereof to Southern Pacific Company.

As I told you before the petition was filed, objection regarding the installation of signals was anticipated, and that I will expect you to be a witness at the hearing even to the extent of issuing a subpoena and calling upon the Sheriff, the State Police and the National Guard, if necessary to enforce your presence. In other words this is your baby.

J. W. DeSOUZA
Assistant Counsel

RECEIVED
NOTED
G. S. PAXSON

JWD:RN
cc: Mr. W. C. Williams
Mr. C. W. Enfield

RECEIVED
NOV 1 1955
FOR FILING

Const
R/W
Hillsboro - Silverton

November 1, 1955

Oregon State Highway Commission

Gentlemen:

I attach hereto a sketch map indicating the survey for the improvement of the Hillsboro-Silverton Highway from the foot of Chehalem Mountain on the north (Station 416+75) to a connection with the Pacific Highway West in Newberg.

We have a $100,000 allocation of federal-aid secondary funds with which it is proposed to improve the road from the north end of the project at Station 416+75 to a point immediately south of the railroad crossing, where you will note on the map there is a pronounced jog in the existing alignment. The proposed improvement will widen and stabilize the existing highway and eliminate the jog at the railroad crossing. It is not proposed at this time to do any work on the city street over which the highway is routed from the point immediately south of the railroad crossing to a connection with the Pacific Highway West in Newberg. However, I do recommend your approval of the entire survey as indicated between Stations 416+75 and 535+99.4. If you approve, we plan to call bids on this project at the December meeting.

This matter will be on the agenda.

Very truly yours,

R. H. Baldock
State Highway Engineer

WCW:me

Enclosure

cc Mr. Forrest Cooper
Mr. R. L. Porter

RECEIVED
NOV 1 1955
FOR FILING

Consul
R/W
Hillsboro - Silverton

October 31, 1955

Mr. L. R. Smith
Superintendent
Southern Pacific Company
Union Station
Portland 9, Oregon

Dear Sir:

The Oregon State Highway Commission proposes to improve Unit "A" of the Chehalem Mountain-Newberg Section of the Hillsboro-Silverton Highway No. 140. This unit includes the grade crossing of your Newberg Branch near the north city limits of Newberg. Under this project, the existing crossing of your tracks at the west end of Vermillion Street will be closed, barricaded and abandoned and a new grade crossing will be established about 240 feet easterly from the present crossing.

As of 1955, we have a traffic volume of approximately 1,400 vehicles per day on this highway. While our information shows that you have one log train about midnight and one freight train between 6 a.m. and noon, with a variable number of switching movements to industry, we believe there is a considerable hazard at the crossing unless properly signalized.

We are applying to the Public Utilities Commissioner for authorization of the new and closing of the old crossing, and will propose that two flashing signals be installed in accordance with P.U.C. Standard Flashing Light No. 2, half the cost to be borne by the State and half by the Railroad Company, with maintenance and operation by the Railroad Company.

I am attaching two prints from the plan showing "Grade Crossing of Southern Pacific Company Tracks at Newberg, Oregon," dated October 31, 1955.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

G. S. Paxson
Assistant State Highway Engineer

GSP:gm
Attach.
cc Mr. J. W. Salomon

NOTED
G. S. PAXSON

RECEIVED
NOV 1 1955
FOR FILING

Salem, Oregon
October 31, 1955

Mr. J. W. DeSouza

Herewith eight prints entitled "Plan Showing Grade Crossing of Southern Pacific Tracks at Newberg, Oregon," dated October 31, 1955. This plan covers the project which will be advertised for bids at the December meeting of the Highway Commission. The project involves the closing, barricading and abandonment of the present grade crossing at the west end of Vermillion Street in Newberg and the opening of a new grade crossing approximately on a prolongation of College Street.

The existing crossing and the new crossing are within the limits of Unit "A" of the Chehalem Mountain-Newberg Section of the Hillsboro-Silverton Highway No. 140. The existing crossing has two delapidated crossbucks located as shown on the map. It is proposed that two P.U.C. Standard Flashing Lights No. 2 be installed in the position shown on the map. The sight distances both from the highway and railroad are shown on the map.

We estimate that the traffic volume on the highway is 1,400 vehicles per day as of 1955. We are informed that there is one log train about midnight and one freight train between 6 A.M. and noon, with a variable number of switching movements to industry, at this crossing each day.

It is proposed that half of the cost of the signals be borne by the State and half by the Railroad Company, with maintenance and operation to be borne by the Railroad Company.

It would be appreciated if you would prepare the proper petition to the P.U.C. for authority for the project.

CSP:gm
Attach.

G. S. Paxson

Copy - Cooper

NOTED
G. S. PAXSON

RECEIVED
NOV 1 1955
FOR FILING

FORM 830—50M—2-55—62906
Const
R/W
Hillsboro-Silverton Hwy

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
October 31, 1955

SUBJECT:

RECEIVED
NOV 1 1955
W. C. WILLIAMS

To: Mr. W. C. Williams
Deputy State Highway Engineer
O F F I C E

Dear Sir:

Herewith seven copies of a sketch map for use in securing Commission approval of the Chehalem Mountain-Newberg Section of the Hillsboro-Silverton Highway.

This is a 1957 FAS project with an allocation of $100,000, and which probably will be scheduled for letting at the December meeting. While the survey limits extend to the Pacific Highway West in Newberg, we have only sufficient funds available to construct to the connection of College Street just immediately south of the railroad crossing. Mr. Cooper has reviewed and approved these maps.

Very truly yours,

H. G. Smith
Construction Engineer

By Edwin A Pease

Edwin A. Pease
Construction Office Engineer

EAP:of

Encls.

RECEIVED
OCT 21 1955
FOR FILING

FORM E-30X—80,000—10-54—79484

Draft
Rd
L

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
October 20, 1955

To:

Memo to the Files

SUBJECT: Chehalem Mt.-Newberg Section
Hillsboro-Silverton Secondary

NOTED
W. C. WILLIAMS

Checked with Mr. Williams this date on typical section for the subject-named job.

He instructed that the section from Station 493+50 to 519+32 shall be a section with two 11' lanes and an 8' shoulder. The balance of the job should have 4' shoulders.

Lahy

L. H. Young
Assistant Construction Engineer

LHY:dt

cc- Mr. W. C. Williams
Mr. Frank Hall

RECEIVED
OCT 20 1955
OFFICE OF
STATE HIGHWAY ENGINEER

Form E-81—30M—10-54

OREGON STATE HIGHWAY DEPARTMENT
Materials Division

LABORATORY REPORT

Project: Chahalem Mountain - Newberg
Highway: Hillsboro- Silverton Hwy No 140
Contractor: Contract No.
Submitted by: James Larsen

Prefix No. 136-1481
County Yamhill
F. A. Project No.
Date reported June 30, 1955

REPORT ON SAMPLE OF COARSE AGGREGATE

Source of material: Sta. 418+50 10'-11' Left.
Sampled at: Lt. sh& base at edge of pavement
To be used: Base Surf.
Sampled by: James Larsen
Date received June 29, 1955
Quantity represented

TEST RESULTS

Laboratory No. 367071
Data Sheet No. A-42342
Type of material: Shoulder rock in place
Screen opening: To ¼": Square; ¼" and below: Square:

GRANULOMETRIC ANALYSIS

Retained on Sieve	Per cent Single Sieve	Per cent Accumulative	Per cent Coarse Aggregate
1	0	0	
3/4	0.4	0.4	
½	6.8	7.2	
¼	26.8	34.0	
10	36.2	70.2	
40	13.6	83.8	
Pass	16.2	16.2	
Total	100.0		

Abrasion, per cent wear, Los Angeles Rattler		
Specific gravity (Le Chatelier)	2.66	
Unit weight, dry rodded, lbs. per cubic foot		
Unit weight, loose, lbs. per cubic foot		
Fineness factor		
Sodium sulfate test, per cent loss		
Asphalt stripping: Natural fines		
Manufactured fines		
Plasticity index: Natural fines	2	%
Manufactured fines		%
Liquid limit: Natural fines	34	%
Manufactured fines		%

RECOMMENDATIONS

Material as represented by this sample ..... suitable for use.

TEST REPORT DISTRIBUTION:

- Bureau of Public Roads
- X Construction Engineer
- Maintenance Engineer
- Bridge Engineer
- Requisition Office
- X Division Engineer Skelton
- X Resident Engineer Broadwell
- Dist. Maint. Supt.
- Foreman
- X Geology and Soils
- X Files
- X Larsen

Engineer of Materials

State Printing 70635

C-3½ (2) Lost River-Hatfield Jct. 1956

State: Oregon

Project No.: S-34(2)

MODIFICATION OF PROJECT AGREEMENT

The project agreement heretofore entered into on the 20th day of June, 1956, between the Commissioner of Public Roads and the Oregon State Highway Commission for the construction of Oregon Project S-34(2), is hereby modified to change the approved estimate of cost to $223,200.00 and the Federal funds set aside to the credit of the project to $138,300.00, which does not exceed the authorized Federal pro rata share of the approved estimated cost.

Except as herein specifically modified, the said project agreement shall remain in full force and effect.

Dated this 25th day of April, 1957.

OREGON STATE HIGHWAY COMMISSION

By: Robert Bottomley
Chairman, State Highway Commission

Member

By: Chas. H. Reynolds
Member, State Highway Commission

Chairman

By: Mark Mc Dunn
Member, State Highway Commission

RECOMMENDED FOR APPROVAL:

STATE HIGHWAY ENGINEER

COMMISSIONER OF PUBLIC ROADS

By: C. H. Polk
District Engineer
U.S. Bureau of Public Roads

Oregon State Highway Department

Federal Aid Secondary
Project No. S-34(2)

LOST RIVER-HATFIELD JUNCTION SECTION OF THE KLAMATH FALLS-MALIN HIGHWAY

IN KLAMATH COUNTY

(Revised estimate as a basis for modified project agreement. Based on final construction quantities at low bid prices, price agreements, etc.)

Salem, Oregon February 25, 1957

Type Code 6201
Final Roadway (Sta. 43+50 to Sta. 101+70) (Sta. 134+75 to Sta. 255+00)
(Contract No. 4647)

				$ 900.00
All Required	Clearing and Grubbing (90%)			2,340.00
780 cu. yds.	Drainage Excavation, Unclassified	$ 3.00		2,043.20
1,862 cu. yds.	Special Borrow Excavation, Unclassified	1.10		3,800.00
3.52 miles	Roadbed Grading	2,500.00		2,167.20
1,032 lin.ft.	12-inch Concrete Pipe	2.10		1,113.00
318 lin.ft.	18-inch Concrete Pipe	3.50		160.00
20 lin.ft.	36-inch Corrugated Metal Pipe	8.00		1,730.00
865 lin.ft.	Salvaging Culvert Pipe	2.00		680.00
8 only	Special Concrete Catch Basins	85.00		245.00
1 only	Concrete Manholes	245.00		26,669.16
10,583 cu. yds.	2" - 0 Crushed Rock in Base	2.52		10,707.00
3,569 cu. yds.	3/4" - 0 Crushed Rock in Base	3.00		2,487.00
829 M-Gals.	Sprinkling	3.00		70.00
0.14 mile	Preparation of Base	500.00		85.00
17 cu. yds.	3/4" - 0 Material in Binder Course	5.00		100.00
2 tons	RC-3 Asphalt in Binder Course	50.00		40,185.00
8,930 tons	Asphaltic Concrete [illegible] Mixture	4.50		1,450.00
29 tons	RS-1 Asphalt in Tank Cost	50.00		1,110.00
37 only	Extra for Asphaltic Concrete Approaches	30.00		1,900.00
38 tons	RS-2 Asphalt in Pavement Seal	50.00		935.00
187 cu. yds.	Aggregate in Pavement Seal	5.00		3,960.00
788 cu. yds.	Furnishing and Placing Aggregates	5.00		3,000.00
60 tons	150-200 Asphalt in Shoulder Oiling	50.00		850.00
17 tons	RS-1 Asphalt in Shoulder Oiling	50.00		
	Price Agreement # 1			
519 tons	MS-100 Asphalt in Mixture	35.00		18,165.00
	Extra Work Order # 2			
All Required	Flagging (57½ of Contractor's Cost)			1,305.00

	Extra Work Order #6		
All Required	Extend 24-inch Corrugated Metal Pipe		$ 334.00
			$ 133,475.56
	Subtotal		8,324.44
	Eng. & Cont.		
	Total		$ 141,800.00

Length of Roadway.....3.512 miles
Cost of Roadway Per Mile.....$ 40,375.85

Type Code 6201
4-lane Roadway (Sta. 100+70 to Sta. 134+75)(Contract No. 4647)

All Required	Clearing and Grubbing (10%)		$ 100.00
1,429 cu. yds.	Drainage Excavation, Unclassified	$ 3.00	4,287.00
0.50 mile	Roadbed Grading	2,500.00	1,250.00
1,314 lin.ft.	12-inch Sewer Pipe	2.50	3,285.00
1,293 lin.ft.	15-inch Sewer Pipe	3.50	4,525.50
744 lin.ft.	24-inch Sewer Pipe	5.50	4,092.00
21 only	Concrete Catch Basins	85.00	1,785.00
5 only	Concrete Manholes	245.00	1,225.00
139 cu. yds.	Concrete Curbs	50.00	6,950.00
4,386 cu. yds.	2" - 0 Crushed Rock in Base	2.52	11,052.72
1,190 cu. yds.	3/4" - 0 Crushed Rock in Base	3.00	3,570.00
318 M-Gals.	Sprinkling	3.00	954.00
0.50 mile	Preparation of Base	500.00	250.00
149 cu. yds.	3/4" - 0 Material in Binder Course	5.00	745.00
22 tons	RC-3 Asphalt in Binder Course	50.00	1,100.00
4,031 tons	Asphaltic Concrete Mixture	4.50	18,139.50
10 tons	RS-1 Asphalt in Tack Coat	50.00	500.00
30 only	Extra for Asphaltic Concrete Approaches	30.00	900.00
19 tons	RS-2 Asphalt in Pavement Seal	50.00	950.00
93 cu. yds.	Aggregate in Pavement Seal	5.00	465.00
	Price Agreement #1		
232 tons	85-100 Asphalt in Mixture	35.00	8,120.00
	Extra Work Order #2		
All Required	Flagging (57½% of Contractor's Cost)		728.11
	Extra Work Order #3		
All Required	Relocate and Protect Water & Sewer Lines		291.60
	Extra Work Order #4		
All Required	Remove Old Curbs		230.90

CPR

Extra Work Order #5

All Required	Adjust Manhole and Valve Boxes	$ 577.10

Extra Work Order #7

All Required	Adjust New Curbs to Existing Walks	553.54
	Subtotal	$ 76,627.37
	Engr. & Cont.	4,772.63
	Total	$ 81,400.00

Length of Roadway.....0.505 mile.
Cost of Roadway, Per Mile.....$161,188.11

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
2-lane Roadway	$141,800.00	$87,863.00	$53,937.00
4-lane Roadway	81,400.00	50,437.00	30,963.00
	$223,200.00	$138,300.00	$ 84,900.00

State Funds for Const.: Chap. 175, Laws, 1917; Chap. 31, Laws 1920; Chap. 529, Laws, 1939

State Funds for Maint.: Chap. 529, Laws, 1939.

CPR 8 2054

FORM PR 3 (October 1954)

U. S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

State Oregon
County Klamath
Project No. S-34(2)

34(2)
1647

PROJECT AGREEMENT FOR SECONDARY ROAD UNDER 1954 SECONDARY ROAD PLAN

MEMORANDUM OF AGREEMENT made this 20th day of June, 1956, by and between The Oregon State Highway Commission, constituting for the purpose hereof the Highway Department of the State of Oregon, hereinafter called the Highway Department, and the Commissioner of Public Roads, Bureau of Public Roads, Department of Commerce, hereinafter called the Commissioner, pursuant to the provisions of the Act of Congress approved July 11, 1916 (39 Stat., 355), as amended and supplemented.

WITNESSETH:

WHEREAS, the Highway Department of said State has submitted a program, which was approved on the 18th day of October, 1955, for the project hereinafter described; and

WHEREAS, the Highway Department has furnished a contract estimate or force account estimate for said project; and

WHEREAS, State or local funds have been made available for the project in accordance with the requirements of the aforesaid Act of July 11, 1916, as amended and supplemented.

NOW, THEREFORE, in consideration of the premises and of the several promises to be faithfully performed by each, as hereinafter set forth, the Highway Department and the Commissioner do hereby mutually agree as follows:

WORK EMBRACED IN PROJECT

ARTICLE I. This agreement covers the following work as briefly described in the program:

Being 4.017 miles of grading, drainage, 2-lane high type pavement, and 4-lane high type pavement
(Character of work)

between FAS 410 approximately 3 miles Southeast of Klamath Falls to the California State Line southeast of Malin,
(Control points)

consisting of 4.017 miles of roadway and no bridges
(Number)

CHARACTER AND METHOD OF CONSTRUCTION

ARTICLE II. The Highway Department will construct or cause to be constructed to final completion said project under its direct supervision, which shall include adequate inspection throughout the course of construction, and in accordance with the standards and procedures approved by the Commissioner under its 1954 Secondary Road Plan.

UNITED STATES PRO RATA SHARE OF THE COST OF SAID PROJECT

ARTICLE III. The United States pro rata share of the cost of the project covered by this agreement shall not in any event exceed the sum of one-hundred thirty two thousand and 00/100.

dollars ($ 132,000.00), which does not exceed the authorized United States pro rata share of the approved total estimated cost of said project, which is two hundred twenty seven thousand, seven hundred sixty and 50/100

dollars ($ 227,760.50).

CPR 8 2054

FORM PR 3 (October 1954)

U. S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

State Oregon
County Klamath
Project No. S-34(2)

34(2)
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dollars ($ 227,760.50).

Comm—DC—32551

PAYMENTS

ARTICLE IV. As the work on said project progresses, or upon its completion, and upon receipt of vouchers from the Highway Department, the Commissioner shall from time to time submit schedules of vouchers certified by him to the Secretary of the Treasury for payment to the official or depository authorized under the laws of said State and designated by the Highway Department to receive public funds.

The Commissioner reserves the right to withhold such sums as he may deem necessary to insure completion of the work in compliance with this agreement.

MAINTENANCE OF PROJECT

ARTICLE V. The Highway Department will be responsible for the maintenance of said project in compliance with said Act of July 11, 1916, as amended and supplemented, and will use every means within its power to insure proper and permanent maintenance thereof.

IN WITNESS WHEREOF, the parties have hereunto affixed their signatures as of the day and year first above written.

OREGON STATE HIGHWAY COMMISSION
(Official title of Highway Department)

By _____
Chairman, State Highway Commission
(Title)

By _____
Member, State Highway Commission
(Title)

By _____
Member, State Highway Commission
(Title)

RECOMMENDED FOR APPROVAL:

_____
STATE HIGHWAY ENGINEER

COMMISSIONER OF PUBLIC ROADS

By _____
Division Engineer, Bureau of Public Roads

—33205

Oregon State Highway Department

Federal Aid Secondary
Project No. S-34(2)

LOST RIVER-HATFIELD JUNCTION SECTION

OF THE KLAMATH FALLS-MALIN HIGHWAY IN KLAMATH COUNTY

(Estimate as a basis for project agreement. Based on low bid prices.)

Salem, Oregon, April 12, 1956

Type Code 6201
2-lane Roadway (Sta. 43+50 to Sta. 108+70)(Sta. 134+75 to Sta. 255+00)(Contract No. 4647)

All Required	Clearing and Grubbing (90%)			$ 900.00
600 cu. yds.	Drainage Excavation, Unclassified	$	3.00	1,800.00
1,800 cu. yds.	Special Borrow Excavation, Unclassified		1.10	1,980.00
3.52 miles	Roadbed Grading		2,500.00	8,800.00
1,100 lin. ft.	12-inch Concrete Pipe		2.10	2,310.00
340 lin. ft.	18-inch Concrete Pipe		3.50	1,190.00
20 lin. ft.	36-inch Corrugated Metal Pipe		8.00	160.00
130 lin. ft.	Salvaging Culvert Pipe		2.00	260.00
400 lin. ft.	21-inch Sewer Pipe		5.50	2,200.00
8 only	Special Concrete Catch Basins		85.00	680.00
1 only	Concrete Manholes		245.00	245.00
10,600 cu. yds.	2" - 0 Crushed Rock in Base		2.52	26,712.00
3,000 cu. yds.	3/4" - 0 Crushed Rock in Base		3.00	9,000.00
340 M-gal.	Sprinkling		3.00	1,020.00
0.14 Mile	Preparation of Base		500.00	70.00
15 cu. yds.	3/4" - 0 Material in Binder Course		5.00	75.00
2 tons	RC-3 Asphalt in Binder Course		50.00	100.00
9,300 tons	Asphaltic Concrete in Mixture		4.50	41,850.00
560 tons	120-150 Asphalt in Mixture		35.00	19,600.00
30 tons	RS-1 Asphalt in Tack Coat		50.00	1,500.00
50 only	Extra for Asphaltic Concrete Approaches		30.00	1,500.00
40 tons	RS-2 Asphalt in Pavement Seal		50.00	2,000.00
200 cu. yds.	Aggregate in Pavement Seal		5.00	1,000.00
800 cu. yds.	Furnishing and Placing Aggregate		5.00	4,000.00
62 tons	150-200 Asphalt in Shoulder Oiling		50.00	3,100.00
18 tons	RS-1 Asphalt in Shoulder Oiling		50.00	900.00
		Subtotal		$132,952.00
		10% Engr. & Cont.		13,295.20
		Total		$146,247.20

Length of Roadway 3.512 miles
Cost of Roadway per mile $41,649.82

Type Code 6201
4-lane Roadway (108+70 to Sta. 134+75)(Contract No. 4647)

All Required	Clearing and Grubbing (10%)			$ 100.00
1,100 cu. yds.	Drainage Excavation, Unclassified	$	3.00	3,300.00
0.50 mile	Roadbed Grading		2,500.00	1,250.00

1,500 lin. ft.	12-inch Sewer Pipe	$ 2.50	$ 3,750.00
1,500 lin. ft.	15-inch Sewer Pipe	3.50	5,250.00
440 lin. ft.	24-inch Sewer Pipe	5.50	2,420.00
20 only	Concrete Catch Basins	85.00	1,700.00
4 only	Concrete Manholes	245.00	980.00
160 cu. yds.	Concrete Curbs	50.00	8,000.00
4,400 cu. yds.	2" - 0 Crushed Rock in Base	2.52	11,088.00
1,000 cu. yds.	3/4" - 0 Crushed Rock in Base	3.00	3,000.00
130 M-gal.	Sprinkling	3.00	390.00
0.50 mile	Preparation of Base	500.00	250.00
135 cu. yds.	3/4" - 0 Material in Binder Course	5.00	675.00
22 tons	RC-3 Asphalt in Binder Course	50.00	1,100.00
4,200 tons	Asphaltic Concrete Mixture	4.50	18,900.00
250 tons	120-150 Asphalt in Mixture	35.00	8,750.00
10 tons	RS-1 Asphalt in Tack Coat	50.00	500.00
40 only	Extra for Asphaltic Concrete Approaches	30.00	1,200.00
20 tons	RS-2 Asphalt in Pavement Seal	50.00	1,000.00
100 cu. yds.	Aggregates in Pavement Seal	5.00	500.00
		Subtotal	$ 74,103.00
		10% Engr. & Cont.	7,410.30
		Total	$ 81,513.30

Length of Roadway 0.505 mile
Cost of Roadway per mile $161,412.47

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
2-lane Roadway	$146,247.20	$ 84,758.00	$ 61,489.20
4-lane Roadway	81,513.30	47,242.00	34,271.30
	$227,760.50	$132,000.00	$ 95,760.50

State Funds for Const: Chap. 175, laws 1917; Chap. 31, laws 1920; Chap. 529, laws 1939.

State Funds for Maint: Chap. 529, laws 1939.

RECEIVED

OREGON STATE HIGHWAY DEPARTMENT

(date)

April 4, 1957

J.34(2)
4647

(CONTRACT NO.)	(EST. NO.)	(CONTRACTOR)	
4647	7 Post-Final	Central Paving Co., & Calkins Crushing Co.	
(VOUCHER NO.)	(WARRANT NO.)	(AMOUNT)	(DATE)
7049	H-177405	$152.46	4/4/57

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

ACCOUNTING DIVISION

Specified completion Date: Sept. 15, 1956

Time Extensions: None

Completion Date: July 28, 1956

Date Accepted: Sept. 27, 1956

Penalties: None of record

Claims: None of record

Remarks:

Date: 4-5-57

To the Accounting Division:

Release of the above warrant is hereby authorized

H. B. Glaisyer
Secretary

NOTED ON CARD

Warrant Mailed: APR 5 1957

RECEIVED
JUN 2 - 1957
FOR FILING

December 21, 1956

FINAL COST ANALYSIS

Cross Section Section
Contract [illegible]
[illegible] Falls-Minden Hwy.
Prefix 17-1C95

2.24(2) Central Paving Co. & L. Calkins Const. Co. Contractors
Reid Meritt, Resident Engineer

41.41

Item	Quantity	Unit	Unit Bid	Unit Cost	Total Cost	Gross Revenue
Clearing & Grubbing	All		$	$	$ 1,209.88	$ 1,000.00
Drainage Excav. unclass.	2,209.3	Cu.Yds.	3.00	2.84	6,282.33	6,627.90
Special Borrow Excav.	1861.65	Cu.Yds	1.10	2.04	3,799.46	2,047.82
Road Bed Grading	4.02	Miles	2,500.00	4,803.45	19,309.89	10,050.00
12" Concrete Pipe	1,032	Lin.Ft.	2.10	2.20	2,271.17	2,167.20
18" Concrete Pipe	318	" "	3.50	5.19	1,650.21	1,113.00
36" Corr. Metal Pipe	20	" "	8.00	17.34	346.91	160.00
Salv. Culvert Pipe	865	" "	2.00	1.90	1,641.19	1,730.00
12" Sewer Pipe	1314	" "	2.50	1.80	2,368.59	3,285.00
15" Sewer Pipe	1293	" "	3.50	2.15	2,779.70	4,525.50
24" Sewer Pipe	744	" "	5.50	4.40	3,272.03	4,092.00
*Concrete catch basins	21	Each	85.00	85.00	1,785.00	1,785.00
*Special Conc. Catch Basins	8	"	85.00	85.00	680.00	680.00
*Conc. Manholes	6	"	245.00	245.00	1,470.00	1,470.00
*Concrete Curbs	139.16	Cu.Yds	50.00	49.85	6,937.13	6,958.00
**2"-0 Crushed Rock in Base	14,969	" "	2.52	2.52	37,721.88	37,721.88
**3/4"-0 Crushed Rock in Base	4,758	" "	3.00	3.00	14,274.00	14,274.00
**Sprinkling	1,146.5	M/Gals	3.00	3.00	3,439.50	3,439.50
**Prep. of Base	0.64	Mile	500.00	500.00	320.00	320.00
**3/4"-0 in Binder course	165	Cu.Yds	5.00	4.17	687.35	825.00
RC 3 Asph. in binder course	23.91	Tons	50.00	48.85	1,168.11	1,195.50
Asph. Concrete Mixture	12,961.25	"	4.50	3.976	51,568.22	58,325.63
RS-1 Asph. in Tack Coat	38.93	"	50.00	47.54	1,850.79	1,946.50
Extra for Asph. Conc. App.	67	Each	30.00	22.35	1,497.53	2,010.00
RS-2 Asph. in Pavement Seal	57.17	Tons	50.00	45.14	2,581.22	2,858.50

Item	Quantity	Unit	Unit Bid	Unit Cost	Total Cost	Gross Revenue
Aggregates in Pavement Seal	280	Cu.Yds.	$ 5.00	$ 4.56	$ 1,279.44	$ 1,400.00
Fur. & Place Aggregates	788	" "	5.00	5.03	3.969.20	3,940.00
150-200 Asph. in Shld. oiling	59.76	Tons	50.00	46.10	2,755.37	2,988.00
RS-1 Asph. in shld. oiling	16.49	"	50.00	45.97	758.14	824.50
PA#1 85-100 Asph. in mixture	751.46	"	35.00	33.10	24,872.58	26,301.10
Force Account					4,192.05	4,244.73
					$ 209,738.87	$ 210,306.26

*Work done All or Part by Cushing Bros.
**Work done All or Part by F.H.McEwen.

Total Revenue	$210,306.26
Total Cost	208,738.87
Net Profit	1,567.39

Net Profit equals 0.7% of Gross Revenue

DETAIL OF COSTS on Contract No.4647
Central Paving Co. & L. C Ilkings Const. Co. Contractors

Labor:				
Labor & Supervision			$ 36,685.99	
Labor Insurance			3,871.62	$ 40,557.
Materials:				
12" Concrete Pipe	1032 Lin Ft.	at $1.05	1,083.60	
18" Concrete Pipe	318 " "	" 2.29	728.22	
12" Sewer Pipe	1314 " "	" 1.05	1,379.70	
15" Sewer Pipe	1293 " "	" 1.40	1,810.20	
24" Sewer Pipe	744 " "	" 2.34	1,740.96	
36" Corr. Metal Pipe	20 " "	" 9.63	211.86	
RC 3 Asph.	23.91 Tons	" 22.75	543.95	
Freight on RC 3 Asph.	23.91 "	" 10.60	253.45	
RS 1 Asph.	55.42 "	" 21.60	1,197.07	
Freight on RS 1 Asph.	55.42 "	" 10.60	587.45	
RS 2 Asph	57.17 "	" 22.80	1,303.48	
Freight on RS 2	57.17 "	" 10.60	606.00	
150-200 Asph.	59.76 "	" 20.00	1,195.20	
Freight on 150-200 Asph	59.76 "	" 12.45	744.00	
86-100 Asph	751.46 "	" 20.00	15,029.20	
Freight on 86-100 Asph.	751.46 "	" 12.45	9,355.68	$37,770.
Equipment Rentals & Misc. Supplies:				
Equipment Rentals (owned)			20,566.93	
Hired equipment			10,704.40	
Gas, Oil & Grease			3,443.05	
Small Tools & Misc. Supplies			617.00	
PL & PD Insurance			472.44	
Freight & Cartage			1,067.75	
Misc. Materials			328.56	
Fuel Oil			2,971.23	
Bond			1,028.22	
Home Office & General Overhead			2,410.50	$43,610.
Paid to Cushing Bros. (Sub. on Concrete Work)			10,872.13	
Paid to F.H. McEwen (Sub. on Crushing)			75,929.03	$ 86,801.
		Total Cost		$208,738

Breakdown on Paving Cost

	Amount	Unit	Cost	Unit Cost
Move in & set up	12,961.25	Tons	$ 3,815.14	0.294
Feed Plant	12,961.25	"	2,183.75	0.168
Heat & Mix	12,961.25	"	10,352.52	0.798
Cost of Plant Agg.	12,961.25	"	17,173.65	1.325
Haul to Street	12,961.25	"	9,286.51	0.716
Street & Flaging	12,961.25	"	8,756.65	0.675
	12,961.25		$51,568.22	3.976

A 2000 lb. batch plant operated 160.5 hrs. for an average production 80.7 tons per working hour.

Remarks:

This was a "Federal Aid Secondary project" calling for the construction of 4.02 miles regrading highway roadbed, construction of 4.02 miles of stone base and shoulders, construction of 4.02 miles of oil mat wearing surface, type O-11 modified, on highway shoulders, and the construction of 4.02 miles of Asphaltic concrete pavement. The project was bid and awarded Jan. 26, 1956. Work started March 12, 1956 and the project was completed July 28, 1956.

On March 12, 1956, F. H. McEwen sub-contractor on all crushed material, started moving a 3 crusher plant into a private quarry located 0.6 miles north of mile point 17.75 on the Klamath Falls-Malin Hwy. (Note) This Quarry broke large and required re-shooting. F.H. McEwen received bid prices on items 17, 18, 19, 20, & 21. $1.325 per ton on plant mix material and $2.50 per Cu. Yd. on all crushed aggregates. Cushing Bros. sub-let items 13, 14, 15, 16, and Extra concrete headwalls and Adj. of manholes at bid prices.

Due to excess irrigation water and mud,, the item on roadbed exc. shows a large loss, also some loss was encountered on some of the pipe items due to low bid prices.

A 2000 lb. batch plant was moved in and set up adjacent to the stockpile at the Quarry site paving started June 18, 1956 and all paving was completed July 17, 1956. Having good equipment with good production the paving item shows a nice profit.

Due to loss encountered on roadbed grading only a small profit was realized from this project.

Maurice N. Juve
Chief Cost Analyst

By .. K. T. Wechter

Remarks:

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Maurice N. Juve
Chief Cost Analyst

By .. K. T. Wechter

S-34(2)
4647

OREGON STATE HIGHWAY DEPARTMENT

(date)
November 13, 1956

(CONTRACT NO.)	(EST. NO.)	(CONTRACTOR)	
4647	6-Final	Central Paving Co. & Calkins Crushing Co	
(VOUCHER NO.)	(WARRANT NO.)	(AMOUNT)	(DATE)
24050	H-165213	$ 6,256.23	11/13/56

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

ACCOUNTING DIVISION

Specified completion Date: Sept. 15, 1956

Time Extensions: None

Completion Date: July 28, 1956

Date Accepted: Sept. 27, 1956

Penalties: None of record

Claims: None of record

Remarks:

Date: 11-15-56

To the Accounting Division:

Release of the above warrant is hereby authorized

H. B. Glaisyer
Secretary

Warrant Mailed: NOV 15 1956

Ruth Rawlings

RECEIVED
NOV 2 1956
FOR FILING

S.34(2)

4647

November 1, 1956

CERTIFIED MAIL

United Pacific Insurance Company
Fidelity & Surety Department
Medical Arts Bldg.
Tacoma 1, Washington

Gentlemen:

State Highway Contract No. 4647 for work performed on the Lost River-Hatfield Junction Section of the Klamath Falls-Malin Highway in Klamath County was completed by the contractor, Central Paving Co. & Calkins Crushing Co., on July 28 and was formally accepted by the Highway Commission on September 27, 1956.

Final payment in the amount of $6,256.23 will be released to the contractor on or after November 12, 1956. The total contract amount is $210,306.26, of which $4,244.73 represents force account items.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: United Pacific Insurance Co.
Portland Branch Office
627 Board of Trade Bldg.
Portland 4, Oregon

NOTED ON CARD

RECEIVED
OCT 23 1956
FOR FILING

4647

October 23, 1956

Mr. Theodore B. Lachman
Attorney at law
Suite 715 Equitable Building
Portland 5, Oregon

Dear Sir:

Thank you for the two Satisfaction of Claim forms received in our office on October 17, signed by Samuel S. Dunn, dba Steve Dunn Trucking. One of these claims pertains to Contract No. 4647, awarded to Central Paving Company & Calkins Crushing Co., in the amount of $2,033.97.

The other claim pertains to Contract No. 4547, awarded to Central Paving Company, in the amount of $6,087.90.

We will notify the contractor and the surety on each of the contracts that the claims have been paid.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

FAQ:fp

NOTED ON CARD

SATISFACTION OF CLAIM

STATE OF OREGON)
) ss.
County of Multnomah)

I, Samuel S. (Steve) Dunn, dba Steve Dunn Trucking, do hereby certify that a certain Notice of Claim filed in the Office of the Secretary of State, State of Oregon, Salem, Oregon, on the 12th day of September, 1956, in favor of Samuel S. (Steve) Dunn, dba Steve Dunn Trucking against the bond taken from Central Paving Company, principal, and United Pacific Insurance Company, surety, in the sum of $2033.97, pursuant to contract no. 4647, your file no. 3565, is satisfied in entirety, and I do further hereby consent that the same be discharged of record.

WITNESS my hand and seal this 24th day of October, 1956.

Samuel S. (Steve) Dunn dba
Steve Dunn Trucking

Subscribed and sworn to before me this 24th day of October, 1956.

Notary Public for Oregon
My commission expires: April 2, 1956

RECEIVED
OCT 23 1956
FOR FILING
S.34(2)
4647

October 23, 1956

United Pacific Insurance Company
Medical Arts Building
Tacoma, Washington

Gentlemen:

A Satisfaction of Claim form from Steve Dunn Trucking has been received in this office, stating that the claim filed against Central Paving Company & Calkins Crushing Co. in the amount of $2,033.97 against Contract No. 4647 has been satisfied in entirety.

This information is provided as your Company appears as surety on the Performance Bond furnished with this contract.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

FAQ:fp

cc Central Paving Company &
Calkins Crushing Co.
Foot "C" Street
Independence, Oregon

Victor S. Risley Co.
808 Board of Trade Building
Portland 4, Oregon

Commissioners
Mr. W. C. Williams
Mr. Forrest Cooper

NOTED ON CARD

RECEIVED
OCT 1 1956
FOR FILING

September 28, 1956

CERTIFIED MAIL

United Pacific Insurance Co.
Fidelity & Surety Department
Medical Arts Bldg.
Tacoma 1, Washington

Gentlemen:

The State Highway Commission is prepared to release semi-final payment to Central Paving Co. and Calkins Crushing Co. on contract No. 1647, covering the Lost River-Hatfield Junction Section of the Klamath Falls-Malin Highway in Klamath County. This payment in the amount of $1,934.81 will be released to the contractor on or after October 8, 1956. The retained percentage is $6,310.83.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: United Pacific Insurance Co.
Portland Branch Office
627 Board of Trade Bldg.
Portland 4, Oregon

NOTED ON CARD

RECEIVED
SEP 17 1956
FOR FILING

S-34 (2)

4647

Letter 4547

September 14, 1956

Mr. Theodore D. Lachman
Attorney at Law
Suite 715, Equitable Building
Portland 5, Oregon

Dear Sir:

As requested in your letter of September 10 to the Secretary of State and as authorized by the affidavits attached to your letter, we are enclosing a certified copy of Contract and Bond No. 4547, awarded to Central Paving Company for work on the East Unit, Eagle Rock-Post Section of the Pauling Secondary Highway in Crook County.

Enclosed also is a certified copy of Contract and Bond No. 4647, awarded to Central Paving Company and Calkins Crushing Company for work on the Lost River-Hatfield Junction Section of the Klamath Falls-Malin Highway in Klamath County.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

FAQ:fp
Enc.

A F F I D A V I T

STATE OF OREGON)
) ss.
County of Klamath)

I, Steve Dunn, doing business as Steve Dunn Trucking, P.O. Box 43, Corvallis, Oregon, being first duly sworn upon oath say:

That I am a sub-contractor in the business of hauling road materials; that on or about the 1st day of July, 1956, I entered into a sub-contract agreement with the Central Paving Company, Independence, Oregon, for the purposes of hauling road materials as a sub-contractor under the State Contract no. 4647, grading and paving the Lost River-Hatfield Junction Section of the Klamath Falls-Malin Highway, Klamath County. That between the period from and including the 9th day of July, 1956, to and including the 30th day of July, 1956, I, as a sub-contractor hauled rock on said job no. 4647, as a result of which the Central Paving Company, as general contractor, became obligated to me pursuant to our contractual agreement in the sum of $2033.97. That I further swear that labor and materials for the performance of the work provided for in the contract between the Central Paving Company and myself as Steve Dunn Trucking have been supplied by my concern; that payment for the claim has not been made despite demand for the same. Herewith set out below is an itemized breakdown of the work and services performed pursuant to date, invoice number and amount together with the total thereunder.

Date	Invoice Number	Amount
July 9, 1956	5034	526.50
" 17	5038	999.97
" 20	5040	21.00
" 30	5103	486.50
		2033.97

That pursuant to ORS 279.510; 279.512; 279.514 it is requested that a certified copy of the above mentioned contract and bond thereunder issued by the United Pacific Insurance Company, Victor S. Risley, Local Agent, 406 Board of Trade Building, Portland, Oregon, be forwarded to my attorney, Theodore D. Lachman, Attorney at Law, 715 Equitable Building, Portland 4, Oregon.

Samuel S. (Steve) Dunn dba
Steve Dunn Trucking

Subscribed and sworn to before me
this 7th day of September, 1956.

Robert E. Law
Notary Public for Oregon
My commission expires: MY COMMISSION EXPIRES AUGUST 19, 1958

THEODORE D. LACHMAN
ATTORNEY AT LAW
715 EQUITABLE BUILDING
PORTLAND 4, OREGON

RECEIVED
SEP 11 1956
FOR FILING
S-34 (=)
4147

June

September 13, 1956

Hon. Earl T. Newbry
Secretary of State
Salem, Oregon

Attention: Mr. Geo. C. Stephens

Dear Sir:

Thank you for your letter of September 12 to which was attached copies of two claims filed with your office by Steve Dunn Trucking against Central Paving Company.

One of these claims is in the amount of $2,033.97 against our Contract No. 4647, your file No. 3565.

The other claim is in the sum of $6,087.90 against our Contract No. 4547, your file No. 3566.

Very truly yours,
OREGON STATE HIGHWAY COMMISSION

Secretary

FAQ:fp

NOTED ON CARD

EARL T. NEWBRY
SECRETARY OF STATE
SALEM, OREGON

Sept. 12, 1956

Mr. H. B. Glaisyer, Secretary
State Highway Commission
Salem, Oregon

Dear Mr. Glaisyer,

We have received from Theodore D. Lachman, Lawyer, Portland , and filed as of today the following notices of claim:

> Notice of claim by Steve Dunn Trucking in the sum of $2033.97 against the bond taken from Central Paving Company, principal, and United Pacific Insurance Company, surety, for grading and paving, Contract No. 4647, our file No. 3565.
>
> Notice of claim by Steve Dunn Trucking in the sum of $6087.90 against the bond taken from Central Paving Company, principal, and Indemnity Insurance Company of North America, surety, for grading and paving, Contract No. 4547, our file No. 3566.

We have prepared and are enclosing three copies of each claim for your information and files. Kindly acknowledge receipt of same for our files.

Very truly yours,

EARL T. NEWBRY
Secretary of State

By Geo C Stephens
Clerk
Records Division

GS:M
Enc.

NOTICE OF CLAIM

RECEIVED
SEP 13 1956
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
SEP 11 1956
FOR FILING
C-34 (2)
4647

September 13, 1956

United Pacific Insurance Company
Medical Arts Building
Tacoma, Washington

Gentlemen:

Attached is a copy of a claim filed with the Secretary of State by Steve Dunn Trucking against Central Paving Company for hauling rock on Contract No. 4647 on the Lost River-Whitfield Junction Section of the Klamath Falls-Malin Highway in Klamath County. This contract was awarded to Central Paving Company and Calkins Crushing Co. The claim is in the sum of $2,783.97.

We provide this information as your Company appears as Surety on the Performance Bond furnished with this contract.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

FAG:fp
Enc.

cc Victor E. Risley Co.
808 Board of Trade Building
Portland, 4, Oregon

Central Paving Co.
P. O. Box 30
Independence, Oregon

RECEIVED
SEP 13 1956
FOR FILING

S. 31 (2)

1617

COPY

EARL T. NEWBRY
Secretary of State
Salem, Oregon

NOTED
W. C. WILLIAMS

Sept. 12, 1956

Mr. H. B. Glaisyer, Secretary
State Highway Commission
Salem, Oregon

Dear Mr. Glaisyer:

We have received from Theodore D. Lachman, Lawyer, Portland, and filed as of today the following notices of claims

> Notice of claim by Steve Dunn Trucking in the sum of $2033.97 against the bond taken from Central Paving Company, principal, and United Pacific Insurance Company, surety, for grading and paving, Contract No. 4647, our file No. 3565.
>
> Notice of claim by Steve Dunn Trucking in the sum of $6087.90 against the bond taken from Central Paving Company, principal, and Indemnity Insurance Company of North America, surety, for grading and paving, Contract No. 4547, our file No. 3566.

We have prepared and are enclosing three copies of each claim for your information and files. Kindly acknowledge receipt of same for our files.

Very truly yours,

EARL T. NEWBRY
Secretary of State

By /s/ Geo. C. Stephens

Clerk
Records Division

RECEIVED
SEP 14 1956
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
AUG 30 1956
FOR FILING

August 29, 1956

4647

Mr. Theodore Lockman
Attorney at Law
715 Equitable Building
Portland 4, Oregon

Dear Mr. Lockman:

Responding to your telephonic request of this date I enclose for your information excerpts from the Oregon Statutes relating to public contracts. I believe you will find this self-explanatory.

You mentioned that your client, Mr. Steve Dunn, Klamath Falls, has claims against State Highway Contract No. 4547, grading and paving the East Unit, Eagle Rock-Post Section of the Paulina Highway, Crook County, and Contract No. 4647, grading and paving the Lost River-Hatfield Junction Section of the Klamath Fals-Malin Highway, Klamath County, and you asked for pertinent information concerning these jobs.

Contract No. 4547 was awardec to Central Paving Company on November 3, 1955. The performance bond that was furnished by the contractor wa written by the Indemnity Insurance Company of Noth America for who John Pfaff is Resident Agent. His address is 148 "C" Street, Independen e, Oregon. This job has not as yet been accepted by the State Highway Commission.

Contract No. 4647 was awarded to Central Paving Company and Calkins Crushing Company as joint venture. The date of the award is March 9, 1956. The performance bond furnished in connection therewith was written by the United Pacific Insurance Company for whom Victor S. Risley Company is local agent with offices at 808 Board of Trade Building, Portland 4, Oregon. This contract also has not as yet been accepted by the State Highway Commission

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

MBG:jmc

RECEIVED
AUG 21 1956
FOR FILING

E-31(2)

4647

August 24, 1956

United Pacific Insurance Co.
Fidelity & Surety Department
Medical Arts Bldg.
Tacoma 1, Washington

Gentlemen:

It is the intention of the State Highway Commission to release to the Central Paving Co. and Calkins Crushing Co. a portion of the funds heretofore retained by the Commission on contract No. 4647, for work performed on the Lost River-Hatfield Junction Section of the Klamath Falls-Malin Highway in Klamath County.

This payment, in the amount of $31,747.81, reduces the retained percentage to 3% of the total amount earned by the contractor, or the sum of $6,250.99. The present payment will be released on or after September 4, 1956.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: United Pacific Insurance Co.
Portland Branch Office
627 Board of Trade Bldg.
Portland 4, Oregon

NOTED ON CARD

RECEIVED
AUG 10 1956
FOR FILING

- 34(2)
4647

August 7, 1956

Mr. C. G. Polk
District Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

This is to advise you that work was completed on July 23, 1956 on Contract No. 4647, Lost River-Batfield Junction Section, in Klamath County, in connection with Federal Aid Project No. S-2%(3).

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Deputy State Highway Engineer

cc: John Cottrell

DWP:mh

Form E-1—1064—1-56

OREGON STATE HIGHWAY DEPARTMENT

S-34(2)
4047

Field Engineer's Weekly Report

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending August 4, 1956

Section Lost River - Hatfield Junction

Highway Klamath Falls - Malin

Contractor Central Paving Co. & Calkins Crushing Co.

Date of contract March 9, 1956

Date work started March 12, 1956

Project authorization $235,749.38

Exclusive of Engineering $218,984.98

Kind of work Grading and Paving

Section prefix 18-1075

Contract number 4647

Date of completion Sept. 15, 1956

Estimated date of completion " , 19 "

Per cent of time elapsed 71.0 %

Estimated cost of completed project, exclusive of engineering $218,984.98

Estimated per cent overrun or underrun . . . . . %

Per cent of contract completed, based on total contract price . . . . . 100 %

Engineering authorization $16,764.40

Engineering cost to date $ 12,700, 76 %

Date project was completed July 28, 1956

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

Contractor completed final details on project on Saturday,

July 28. Work on final records is approx. 30% complete.

NOTED
T. H. EDWARDS

NOTED
W. T. [illegible]

NOTED
M. N. Huve

NOTED
L. H. Young

RECEIVED
AUG 2 1956
OFFICE OF
CONSTRUCTION ENGR.

NOTED
R. D. ASBURRY

NOTED
V. D. WOLFE

Signed Jos. G. Toole, Resident Engineer

Address P. O. Box 1090, Klamath Falls, Oregon

White original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project	4.02	4.02		4.02	4.02
Miles partially completed					
Miles completed	4.02	4.02		4.02	4.02
Total estimated quantities (contract)		19,000		164 tons 1250 Agg.	810 tons 13500 Agg.
Total quantities corrected to date		20,000		160 tons 1200 Agg.	
Estimated quantities moved or placed to date				"	800 tons 13000 Agg.
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day					
Hours per shift					
Average force on project for week					

Men

Supervision

Men and trucks under 3 tons

Men and trucks over 3 tons

Men and tractors

Equipment used during week: Shovels ....., Power graders ....., Rollers ....., Mixers ....., Crushing or screening plants .....

Compressors ....., Bulldozers ....., Compaction rollers ....., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday	Fair and warm		
Monday	Fair and mild		
Tuesday	" " "		
Wednesday	Cloudy and windy		
Thursday	Cloudy		
Friday	Fair and mild		
Saturday			

FORM S-128 EDN REVISED 2-56

COMMISSIONERS
BEN R. CHANDLER, CHAIRMAN
COOS BAY
CHAS. H. REYNOLDS, MEMBER
LA GRANDE
M. K. McIVER, MEMBER
PORTLAND
H. B. GLAISYER
SECRETARY

OREGON
STATE HIGHWAY DEPARTMENT
SALEM

R. H. BALDOCK
STATE HIGHWAY ENGINEER
W. C. WILLIAMS
1ST ASST. STATE HWY. ENGR.
W. W. STIFFLER
2ND ASST. STATE HWY. ENGR.
C. W. ENFIELD
CHIEF COUNSEL

June 25, 1956

The California Oregon Power Company
Klamath Falls, Oregon

Attention: Mr. S. I. Ritchey, District Manager

Re: Moving Copco Poles-City of Merrill
Lost River-Hatfield Junction Section
Klamath Falls-Malin Highway

Dear Mr. Ritchey:

Receipt is acknowledged of your letter of June 21, relative to the relocation of power poles in the City of Merrill.

Your cooperation in moving and relocating your power facilities is appreciated, but we must advise you that it is the position of the State Highway Commission that neither the City of Merrill nor the Commission will be obligated to compensate you for moving your facilities where they have been located in dedicated public streets.

Very truly yours,

C. W. ENFIELD
Chief Counsel

By

J. W. DeSOUZA
Assistant Counsel

JWD:AN
cc: Mr. Robert R. Walker, Mayor
Merrill, Oregon
Mr. Forrest Cooper
Mr. Dean Swift
Mr. W. C. Williams
Mr. C. H. Watson
Mr. J. D. Toole
Mr. C. W. Enfield

RECEIVED
[illegible] DEPT.

THE CALIFORNIA OREGON POWER COMPANY

IN REPLY PLEASE REFER TO OUR FILE NUMBER

KLAMATH FALLS, OREGON
June 21, 1956

Oregon State Highway Department
Salem, Oregon

Attention: C. W. Enfield

City of Merrill, Oregon

Attention: Robert Walker, Mayor

Re: Relocation of Power Poles in City of Merrill

Gentlemen:

This letter is to notify you that pursuant to the instructions and orders contained in Mr. Enfield's letter of May 15, 1956 written on behalf of the Oregon State Highway Department and Mr. Thomas Chatburn's letter of June 14, 1956 written on behalf of the City of Merrill, Oregon, The California Oregon Power Company will relocate the poles, lines and other transmission facilities in the City of Merrill, Oregon, which constitute an obstruction to the progress of the work in connection with the State Highway contract for widening and paving the Lost River-Hatfield Junction section of the Klamath Falls-Malin Highway. This work will be done in accordance with the request of the State Highway Department and in conformity to the relocation work designated on the Oregon State Highway Department's sketch map of the Lost River-Hatfield Junction section of the Klamath Falls-Malin Highway by J. G. Toole, Resident Engineer, dated April, 1956.

You are hereby notified that said relocation will be made by the Company under protest and is not to be construed to be an admission on the part of the Company that the relocation must be made at Company expense as contended by the State Highway Department and the City of Merrill. You are hereby further notified that the relocation by the Company does not constitute a waiver of its contention that it is entitled to be reimbursed for the expense of such relocation by the City of Merrill, Oregon and/or the State Highway Department and is without prejudice to any action the Company may have against the City of Merrill and/or the State Highway Department for reimbursement for said expenses.

Very truly yours,

S. I. Ritchey

S. I. Ritchey
District Manager

SIR:dea

FORM S-122 50M REVISED 2-55

RECEIVED
JUN 12 1956
FOR FILING

S-24 (2)

COMMISSIONERS

BEN R. CHANDLER CHAIRMAN
Coos Bay

CHAS. H. REYNOLDS MEMBER
La Grande

M. K. McIVER, MEMBER
Portland

H. B. GLAISYER
SECRETARY

OREGON
STATE HIGHWAY DEPARTMENT
SALEM

R. H. BALDOCK
STATE HIGHWAY ENGINEER

W. C. WILLIAMS
1ST ASST. STATE HWY. ENGR.

W. W. STIFFLER
2ND ASST. STATE HWY. ENGR.

C. W. ENFIELD
CHIEF COUNSEL

June 11, 1956

Maxwell & Goddard
Attorneys at Law
First Federal Savings & Loan Building
Klamath Falls, Oregon

NOTED
W. C. WILLIAMS

Attention: Mr. B. J. Goddard

Re: Relocating Utility Facilities
The California Oregon Power Company
City of Merrill

Dear Mr. Goddard:

Reference is made to your letter of June 4, addressed attention Mr. R. L. May, Jr., regarding moving of Copco facilities located within the dedicated streets in the City of Merrill which necessarily must be moved by improvement work underway by the Highway Commission.

The question as to the responsibility for such moving costs is not a new one with The California Oregon Power Company and there has been considerable verbal discussion and correspondence with Mr. Edward A. Branchfield, representing the Company, regarding the matter. A comparable situation arose in connection with certain utility lines within a dedicated street in Central Point which has been adopted by the State Highway Commission as a route of highway traffic through the City. On November 10, 1955, I wrote to Mr. Branchfield giving some authorities on this and other matters, a copy of which is enclosed for your information. I also am sending a copy to Mr. Robert L. Walker, Mayor of the City of Merrill.

No protest has been received from Mr. Branchfield as to the obligation of a public utility to move its lines placed in city streets under municipal franchise when the moving of such facilities become necessary by reason of the improvement of the street for the benefit of the public, and I feel that there is agreement on this point with The California Oregon Power Company, at least so far as your Medford area is involved.

In conclusion, it is the opinion of this office that where your poles and facilities interfere with the improvement of the public street it is the obligation of The California Oregon Power Company to make such rearrangement of its facilities as may be necessary and that neither the State Highway Commission nor the City of Merrill have any obligation or authority to make reimbursement for the expense involved.

It is hoped that upon further consideration and examination of at least some of the authorities cited in the letter to Mr. Branchfield you will see fit to advise your Company that the interfering utility lines should be removed and re-established at its own expense.

Your advice as to what action may be anticipated will be very much appreciated.

Very truly yours,

C. W. [redacted]
Chief Counsel

By

J. W. DeSOUZA
Assistant Counsel

JWD:RN
[redacted]
cc: Mayor Robert L. Walker (with copy of ltr. dated 11-10-55)
Merrill, Oregon
Mr. Edward B. Branchfield
201-205 U.S. National Bank Building
Medford, Oregon
Mr. W. C. Williams ✓
Mr. Forrest Cooper
Mr. Dean Swift
Mr. C. H. Watson
Mr. J. D. Toole
Mr. C. W. Enfield

RECEIVED
MAY 16 1956
FOR FILING

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
May 15th, 1956

SUBJECT: Lost River-Hatfield Jct.
Klamath Falls-Malin
Klamath County
Contract No. 4647

To: Mr. Dean Swift
Division Engineer
State Highway Department
Bend, Oregon

NOTE
W. C. WILLIAMS

Reference is made to Laboratory Report No. 388987, dated May 11, 1956, showing an excess of 10% passing the ½-inch screen for the 3/4"-½" oil aggregate being currently produced.

There are approximately 155 cubic yards of this size material estimated for the job, and as this test report represents 500 cubic yards, it will be necessary for the resident engineer to find a more suitable material for his use.

Will you please instruct the resident engineer to obtain suitable 3/4"-½" oiling aggregate and submit samples for routine testing before the aggregate is used.

Forrest Cooper
Construction Engineer

By L. H. Young
L. H. Young
Ass't. Construction Engineer

LHY/WCH:AR

cc to: W. C. Williams
Ray Webber

RECEIVED
MAY 16 1956
OFFICE OF
STATE HIGHWAY ENGINEER

FORM E-123 50M REVISED 3-55

RECEIVED
MAY 16 1956
FOR FILING

COMMISSIONERS
BEN R. CHANDLER, CHAIRMAN
Coos Bay
CHAS. H. REYNOLDS, MEMBER
La Grande
M. K. McIVER, MEMBER
Portland
H. B. GLAISYER
Secretary

S- -1(-)

S- -7

OREGON
STATE HIGHWAY DEPARTMENT
SALEM

R. H. BALDOCK
State Highway Engineer
W. C. WILLIAMS
1st Asst. State Hwy. Engr.
W. W. STIFFLER
2nd Asst. State Hwy. Engr.
C. W. ENFIELD
Chief Counsel

May 15, 1956

NOTED
W. C. WILLIAMS

The California Oregon Power Company
216 West Main Street
Medford, Oregon

Re: Moving Copco Poles-City of Merrill
Lost River-Hatfield Junction Section
Klamath Falls-Malin Highway

Gentlemen:

Advice has been received to the effect that there are four of your electric power poles on the northerly side of the Lost River-Hatfield Junction Section of the Klamath Falls-Malin Highway between Highway Engineer's Stations 104 and 107, near Merrill, which necessarily must be moved in order to accommodate the construction of the highway project. This letter is to request you to move the poles to new locations within the highway right of way approved by the Commission's engineers. Reimbursement will be made to you for the proper and necessary expense of moving the poles, lines and fixtures, but payment will not be made for any additions or improvements which are not made essential by the moving of the facilities.

It is also understood that there are other poles, lines and fixtures located within the dedicated streets in Merrill, which were placed by authority of Ordinance #14, passed November 12, 1907, and that you have or will move these facilities to new locations at your own cost and expense. It is suggested that you get in touch with J. G. Toole, Resident Engineer for the Commission, at Klamath Falls, for discussion as to the new location of your poles, wires and facilities.

Very truly yours,

C. W. ENFIELD
Chief Counsel

By

R. L. MAY, Jr.
Assistant Counsel

RECEIVED
MAY 15 1956
OFFICE OF
STATE HIGHWAY ENGINEER

JWD:EM
cc: Mr. S. I. Ritchey
c/o The California Oregon Power Company
Klamath Falls, Oregon
Mr. W. C. Williams ✓
Mr. Forrest Cooper
Mr. Dean Swift
Mr. C. H. Maison
Mr. J. G. Toole, Resident Engineer

FORM E30—12½M—8-55—66208

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

W. C. WILLIAMS

Salem Office
May 8, 1956

SUBJECT: Moving Copco Poles
City of Merrill
Klamath County-Lost River-
Hatfield Junction Section

To: Mr. W. C. Williams
Deputy State Highway Engineer
O f f i c e

Herewith I return to you original of letter to you from Forrest Cooper, dated April 30, 1956, to which there is attached copy of Merrill Ordinance #14, granting to C. S. and R. S. Moore, their successors and assigns, the privilege for a term of fifty years, beginning July 1, 1908, to construct and operate an electric light and power system within the corporate limits of Merrill. The instruments came with a request for advice as to whether, or not, the State Highway Commission will be obligated to bear the expense of moving certain power poles, the estimated cost of which is $900.00.

In giving an opinion, it is assumed that the power poles were and are located within dedicated streets open to the public, and are not located on any private property which is being acquired for additional right of way purposes.

The ordinance has been examined and there is nothing in it which even intimates that the public should bear the cost of the moving of any installed facilities in the event their moving should become necessary for public street improvements. In fact, the intimation is rather to the contrary as the ordinance states that "the said poles and wires shall not be so placed or maintained as to unreasonably interfere with the natural and ordinary use of said streets and alleys, and provided further that the Board of Trustees of said Town shall have full authority to direct on what part of said streets and alleys said poles may be set by fixing the distances therefrom to the curb line."

It is my opinion that the same principles apply here as have applied in a somewhat similar situation in the City of Central Point, in Jackson County, and that the State Highway Commission is under no obligation to make any compensation for the moving of the pole lines or other facilities located within the limits of the dedicated public streets.

J. W. DeSouza

J. W. DeSOUZA
Assistant Counsel

RECEIVED
MAY 8 1956
OFFICE OF
STATE HIGHWAY ENGINEER

JWD:RN
ENCL.
cc: Mr. Forrest Cooper, Dean Swift & C. W. Enfield

FORM E30—50M—11-55—90224

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
April 30th, 1956

SUBJECT: Lost River-Hatfield Jct.

To: Mr. W. C. Williams
Deputy State Highway Engineer
O f f i c e

PLEASE RETURN TO
W. C. WILLIAMS

W. C. WILLIAMS

You will receive a State Force Work Order in the amount of $900.00 for moving some power poles on the Lost River-Hatfield Jct. Section in the city of Merrill. The poles are owned by the California-Oregon Power Co. and they, of course, tell us it is the State's obligation to pay for the moving of the poles citing an ordinance which is in the nature of a franchise passed by the Council of the City of Merrill on November 12th, 1907. The ordinance is of 50 years' duration, and grants the company an operating franchise. While I believe we will ultimately have to pay, I see no language in the ordinance that refers to the matter of pole moving in any respect.

I hand you a copy of the ordinance so that should you wish to get advice from the Legal Department you may do so.

Forrest Cooper
Construction Engineer

FC:AR
Enc.

RECEIVED
APR 30 1956
OFFICE OF
STATE HIGHWAY ENGINEER

MERRILL ORDINANCE #14.

An Ordinance granting to C.S.& R.S.Moore, their successors and assigns, the privilege for a term of Fifty Years, beginning July 1st. 1906, to construct, operate and maintain within the corporate limits of the Town of Merrill, Oregon, an electric light and power plant for supplying electric lights and power within said corporate limits, for the public and private use,

THE PEOPLE OF THE TOWN OF MERRILL DO ORDAIN AS FOLLOWS;

Section 1. The privilege is hereby granted to C.S.& R.S.Moore, partners doing business under the firm name of C.S.& R.S.Moore, hereinafter termed the grantee, their successors and assigns, for and during the term of Fifty Years, beginning July 1st. 1906, to construct, maintain and operate within the corporate limits of the Town of Merrill, Klamath County, Oregon, an electric light and power system for the purpose of supplying the said town and the inhabitants thereof with electric light and power for public and private uses, for a rental or sale, subject to the terms and conditions hereinafter set forth,

Section 2. The said grantee is hereby authorized to erect and maintain on the streets and alleys of the said Town of Merrill, all poles, wires and fixtures necessary or convenient for supplying said electric lights and power, provided, always, (that the said poles and wires shall not be so placed or maintained as to unreasonably interfere with the natural and ordinary use of said streets and alleys,) and provided further that the Board of Trustees of said Town shall havefull authority to direct on what part of said streets and alleys said poles may be set by fixing the distances therefrom to the curb line,)

Section 3. The said system shall be of sufficient capacity at all times to supply said Town of Merrill with all electric lights that may be required for public and private use, provided that the demand for such lights be of sufficient permanency to insure an income commensurate with the necessary expense of additional installation. Upon receipt of notice issued under authority of the Board of Trustees of said Town the said grantee shall proceed diligently to enlarge said system sufficiently to meet all such permanent demands and to enlarge same system within a reasonable time,

Section 4. Said system shall be operated to supply, upon demand therefor, electric lights for public and private use from twilight to dawn of each night, except in such cases as agreements are made for other periods, during the said term of Fifty Years. If said system shall fail to furnish lights contracted to be furnished within the corporate limits of the said Town of Merrill, for a period of fifteen consecutive days, unless said failure shall be caused by act of Providence, unavoidable accidents, insurrection, malicious mischief or injunctions by the Courts, and if in the latter cases the grantee fails to furnish such lights for a period of fifty consecutive days, or if the grantee fails to take rpompt and necessary means for furnishing said lights the Board of Trustees of said Town may, after giving the grantee notice and a hearing thereafter, declare that the privilege or franchise shall immediately terminate, and become null and void.

Section 5. The rate per month to be charged by said grantee within the corporate limits of said Town of Merrill, shall never exceed fou r cents per candle power for residence lights nor six cents per candle power for commercial and public lighting; Provided that the reasonable rules o the grantee shall control the manner of installation and use of said lights and the grantee shall not be required to furnish the necessary connections from their main lines nor electrical fixtures or incandescents or convert the electrical current into light. Pro rata deductions shall at all times be made for each and every light during the month durin which the grantee shall fail to furnish lights,

Section 6. If said system shall not be installed and be in operation by the first day of July,1908, this right of franchise may be terminated in the manner set forth in case of failure to furnish lights,

SIGNED G.W.OFFIELD
PRESIDENT BOARD OF TRUSTEES,

ATTEST R.H.ANDERSON RECORDER,

This ordinance shall be in full force and effect on and after the 12th day of November, 1907.

Sept-11-1931

State of Oregon:
:ss.
County of Klamath:

I hereby certify that the foregoing is a true and correct copy of the original instrument as shown in the Record or Ordinances of the City of Merrill, Oregon.

C. [illegible]
City Recorder,
Merrill, Oregon

RECEIVED
MAY 9 - 1956
FOR FILING

4647

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
May 8, 1956

SUBJECT: Lost River-Hatfield Jct.
Klamath Falls-Malin
Contract No. 4647

To:
Mr. Dean Swift
Division Engineer
State Highway Department
Bend, Oregon

NOTED
W. C. WILLIAMS

Reference is made to Laboratory Report No. 388054, dated April 30, 1956 showing that the crushed rock being produced for base surfacing has a 6 percent deficiency in the material passing the ¼-inch screen.

A prior Laboratory Report No. 386708, dated April 18th, showed an excess of 6 percent passing the ¼-inch screen. It would appear that there is considerable variation in the operation of this phase of the contract.

Will you please instruct the resident engineer to place more emphasis on inspection and control of this material. It may be that more frequent site screening will enable the contractor to control the output of what probably is a variable quarry.

Will you also, please instruct the resident engineer to so mark the corrected samples submitted that it is clear they represent improved base rock material.

Forrest Cooper
Construction Engineer

By L. H. Young

L. H. Young
Ass't. Construction Engineer

LHY-MCR:of

cc to: W. C. Williams
Ray Webber

RECEIVED
MAY 9 1956
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
APR 30 1956
FOR FILING
FORM E-30X—37,500—2-55—62907

5 3 1
4647

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
April 27, 1956

SUBJECT: Lost River-Hatfield Jct.
Klamath Falls-Malin
Contract No. 4647

NOTED
W. C. WILLIAMS

To:
Mr. Dean Swift
Division Engineer
State Highway Department
Bend, Oregon

Reference is made to Laboratory Report No. 387299, dated April 24, 1956 showing that the PI and LL are excessive by 3 and 5 percent respectively, and the material retained on the 1 inch screen is 2 percent deficient.

The operation has been consistently of poor grade. The plasticity of this sample appears to indicate faulty pit operation and selection of rock material, as the past samples have been acceptable in this section of the tests.

Will you please instruct the resident engineer to place adequate inspection on this phase of the contract so as to produce satisfactory crushed rock. Will you also, please inform the resident engineer that the State cannot accept unsuitable aggregate material.

Also, please have the resident engineer so mark samples of aggregate submitted for tests that it is clear they represent improved and corrected material.

L. H. Young
Ass't. Construction Engineer

LHY-WCH:of

cc to: W. C. Williams
Ray Webber

RECEIVED
APR 30 1956
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
APR 25 1956
FOR FILING

S-3117-1
4647

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
April 24, 1956

SUBJECT: Lost River-Hatfield Jct.
Klamath Falls-Malin Highway
Contract No. 4647

To:
Mr. Dean Swift
Division Engineer
State Highway Department
Bend, Oregon

NOTED
W. C. WILLIAMS

Reference is made to Laboratory Report No. 386708, dated April 18, 1956 showing that the 2"-0 crushed rock is 10 percent deficient in material retained on the 1-inch screen and has a 6 percent excess of material passing the ¼-inch screen.

Will you please instruct the resident engineer to tighten up this phase of his inspection on this project. The gradation can be improved if Laboratory Reports No. 383568 and 383569, dated February 21, 1956 are representative of the material source.

Also, will you please have the resident engineer so mark samples submitted for test that it is clear they represent improved material.

L. H. Young
Ass't. Construction Engineer

LHY-WCH:of

cc to: W. C. Williams
Ray Webber

RECEIVED
APR 24 1956
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
APR 5 - 1956
FOR FILING

S. 2611
4647

April 4, 1956

Central Paving Co. &
Calkins Crushing Co.
Foot of "C" Street
Independence, Oregon

Gentlemen:

We enclose herewith for your files a fully executed copy of contract No. 4647, which was awarded to you by the State Highway Commission on March 9, covering the Lost River-Hatfield Junction Section of the Klamath Falls-Malin Highway in Klamath County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours

H. B. Glaisyer, Secretary
OREGON STATE HIGHWAY COMMISSION

By

Floyd Query, Assistant Secretary

gl
encl.

RECEIVED
MAR 20 1956
FOR FILING

S - 34(2)
4647

March 20, 1956

Mr. C. G. Polk
District Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

This is to advise you that work was started on March 12, 1956, on Contract No. 4647, Lost River-Hatfield Junction Section, in Klamath County, in connection with Federal Aid Project No. S-34(2).

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Deputy State Highway Engineer

WCW:ia

RECEIVED
APR 11 1956
FOR FILING

E - 4/21
4647

March 9, 1956

Central Paving Co. and
Calkins Crushing Co.
Independence, Oregon

Gentlemen:

The State Highway Commission on January 26, 1956 accepted your proposal for grading, paving and shoulder oiling on the Lost River-Hatfield Junction Section of the Klamath Falls-Malin Highway in Klamath County for the sum of $207,055.00 and referred it to the State Highway Engineer with authority to award the contract to you as soon as certain conditions had been fulfilled. This note is to inform you that such conditions have now been satisfied and that the State Highway Engineer today awarded you the contract in conformity with the Commission's authorization. This project has been assigned Contract No. 4647.

Contract forms are now being prepared in this office and will be mailed to you shortly for execution.

This confirms my wire to you of this date.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

bhr
cc: Pac. Builder & Engineer, Inc.
2418 Third Ave.
Seattle 1, Wash.
Attn. Dorothy McCormack

R. G. Savage (SIAC)
Forrest Cooper
S. H. Probert

RECEIVED
JAN 25 1956
FOR FILING

RESOLUTION

...ne of the laws of the State of Oregon, as set forth
... the State Highway Commission is
... donation,

DOMESTIC SERVICE
Check the class of service desired; otherwise this message will be sent as a fast telegram
TELEGRAM
DAY LETTER
NIGHT LETTER

WESTERN UNION
TELEGRAM
W. P. MARSHALL, PRESIDENT
1206 (4-55)

INTERNATIONAL SERVICE
Check the class of service desired; otherwise the message will be sent at the full rate
FULL RATE
LETTER TELEGRAM
SHORE-SHIP

NO. WDS.-CL. OF SVC.	PD. OR COLL.	CASH NO.	CHARGE TO THE ACCOUNT OF	TIME FILED

Send the following message, subject to the terms on back hereof, which are hereby agreed to

Central Paving Co. and
Calkins Crushing Co.
Independence, Oregon

Salem, Oregon
March 9, 1956
8:35 a.m.

Contract for grading, paving, etc. on Lost River-Hatfield Junction Section of Klamath Falls-Malin Highway in Klamath County for which you submitted low bid on January 26, 1956 awarded you today. Contract forms follow shortly.

cc: Confirmation
Accounting (5003-900)
Files
C. W. Head

H. B. Glaisyer, Secretary
OREGON STATE HIGHWAY COMMISSION

...and ...
in the attached list, ...
file number and the name of the record owner of ...
Exhibit "A" is by this reference adopted and made a part hereof as ...
and fully as though set forth herein in full.

2. That the widening, construction, improvement and maintenance of the said Lost River-Hatfield Junction Section of the Klamath Falls-Malin Highway and the highway facilities for which the said parcel of property is required and being taken is necessary in the public interest, and the same has been planned, designed, located, and will be constructed in a manner which will be most compatible with the greatest public good and the least private injury or damage.

3. That the Legal and Right of Way Department is directed to attempt to agree with the owner and other persons having an interest in said parcel of real property as to the compensation to be paid for the taking; and in the event that no satisfactory agreement can be reached, then the Chief Counsel is directed and authorized to commence and prosecute to final determination such suit or action as may be necessary to acquire title to said parcel of real property, or interest therein.

RECEIVED
FOR FILING

R E S O L U T I O N

ue of the laws of the State of Oregon, as set forth
Revised Statutes, the State Highway Commission is
red to acquire by purchase, agreement, donation,
the power of eminent domain, real property, or any
rein, including any easement or rights of access,
Commission necessary for highway purposes, to wit:
.th er for the original location of or for the widening,
rwise changing any highway, road or street, quarry
torage sites, stock pile sites; or for the acquisition
dbuilding materials, approach or hauling roads, connecting
highway drainage, drainage tunnels; or for the elimination
rdous points of entry from adjacent property to state
maintenance of an unobstructed view of any state highway
the safety of the traveling public; and,

purpose of providing a highway which will more adequately
ublic, the Highway Commission plans and proposes to
ruct, and maintain the Lost River-Hatfield Junction
h Falls-Malin Highway; and

purpose of widening, constructing, improving and maintaining the said highway, to the end that human lives may be saved, property damage minimized, transportation by motor vehicles promoted, highway travel in general safeguarded, and public welfare promoted, it is the judgment of the Commission that the real property hereinafter described is necessary.

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission as follows:

1. The Commission does hereby find and declare that there is needed and required, for the construction, improvement, betterment and maintenance of highways of the state highway system, and the widening, construction, improvement and maintenance of the said Lost River-Hatfield Junction Section of the Klamath Falls-Malin Highway, fee simple title to a certain parcel of real property. The said parcel of real property needed and required, or which in the best interests of the State and the owner should be acquired, and the specific use to be made thereof, is more particularly described in the attached list, marked Exhibit "A", under the Commission's respective file number and the name of the record owner or reputed owner; and said Exhibit "A" is by this reference adopted and made a part hereof as completely and fully as though set forth herein in full.

2. That the widening, construction, improvement and maintenance of the said Lost River-Hatfield Junction Section of the Klamath Falls-Malin Highway and the highway facilities for which the said parcel of property is required and being taken is necessary in the public interest, and the same has been planned, designed, located, and will be constructed in a manner which will be most compatible with the greatest public good and the least private injury or damage.

3. That the Legal and Right of Way Department is directed to attempt to agree with the owner and other persons having an interest in said parcel of real property as to the compensation to be paid for the taking; and in the event that no satisfactory agreement can be reached, then the Chief Counsel is directed and authorized to commence and prosecute to final determination such suit or action as may be necessary to acquire title to said parcel of real property, or interest therein.

R E S O L U T I O N

WHEREAS, by virtue of the laws of the State of Oregon, as set forth and defined in Oregon Revised Statutes, the State Highway Commission is authorized and empowered to acquire by purchase, agreement, donation, or by the exercise of the power of eminent domain, real property, or any right or interest therein, including any easement or rights of access, deemed by the Highway Commission necessary for highway purposes, to wit: for rights of way, either for the original location of or for the widening, straightening or otherwise changing any highway, road or street, quarry sites, gravel pits, storage sites, stock pile sites; or for the acquisition or manufacture of roadbuilding materials, approach or hauling roads, connecting road, frontage roads, highway drainage, drainage tunnels; or for the elimination or prevention of hazardous points of entry from adjacent property to state highways; or for the maintenance of an unobstructed view of any state highway so as to provide for the safety of the traveling public; and,

WHEREAS, for the purpose of providing a highway which will more adequately serve the traveling public, the Highway Commission plans and proposes to widen, improve, construct, and maintain the Lost River-Hatfield Junction Section of the Klamath Falls-Malin Highway; and

WHEREAS, for the purpose of widening, constructing, improving and maintaining the said highway, to the end that human lives may be saved, property damage minimized, transportation by motor vehicles promoted, highway travel in general safeguarded, and public welfare promoted, it is the judgment of the Commission that the real property hereinafter described is necessary.

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission as follows:

1. The Commission does hereby find and declare that there is needed and required, for the construction, improvement, betterment and maintenance of highways of the state highway system, and the widening, construction, improvement and maintenance of the said Lost River-Hatfield Junction Section of the Klamath Falls-Malin Highway, fee simple title to a certain parcel of real property. The said parcel of real property needed and required, or which in the best interests of the State and the owner should be acquired, and the specific use to be made thereof, is more particularly described in the attached list, marked Exhibit "A", under the Commission's respective file number and the name of the record owner or reputed owner; and said Exhibit "A" is by this reference adopted and made a part hereof as completely and fully as though set forth herein in full.

2. That the widening, construction, improvement and maintenance of the said Lost River-Hatfield Junction Section of the Klamath Falls-Malin Highway and the highway facilities for which the said parcel of property is required and being taken is necessary in the public interest, and the same has been planned, designed, located, and will be constructed in a manner which will be most compatible with the greatest public good and the least private injury or damage.

3. That the Legal and Right of Way Department is directed to attempt to agree with the owner and other persons having an interest in said parcel of real property as to the compensation to be paid for the taking; and in the event that no satisfactory agreement can be reached, then the Chief Counsel is directed and authorized to commence and prosecute to final determination such suit or action as may be necessary to acquire title to said parcel of real property, or interest therein.

WHEREAS, by virtue of the laws of the State of Oregon, as set forth and defined in Oregon Revised Statutes, the State Highway Commission is authorized and empowered to acquire by purchase, agreement, donation, or by the exercise of the power of eminent domain, real property, or any right or interest therein, including any easement or rights of access, deemed by the Highway Commission necessary for highway purposes, to wit: for rights of way, either for the original location of or for the widening, straightening or otherwise changing any highway, road or street, quarry sites, gravel pits, storage sites, stock pile sites; or for the acquisition or manufacture of roadbuilding materials, approach or hauling roads, connecting road, frontage roads, highway drainage, drainage tunnels; or for the elimination or prevention of hazardous points of entry from adjacent property to state highways; or for the maintenance of an unobstructed view of any state highway so as to provide for the safety of the traveling public; and,

WHEREAS, for the purpose of providing a highway which will more adequately serve the traveling public, the Highway Commission plans and proposes to widen, improve, construct, and maintain the Lost River-Hatfield Junction Section of the Klamath Falls-Malin Highway; and

WHEREAS, for the purpose of widening, constructing, improving and maintaining the said highway, to the end that human lives may be saved, property damage minimized, transportation by motor vehicles promoted, highway travel in general safeguarded, and public welfare promoted, it is the judgment of the Commission that the real property hereinafter described is necessary.

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission as follows:

1. The Commission does hereby find and declare that there is needed and required, for the construction, improvement, betterment and maintenance of highways of the state highway system, and the widening, construction, improvement and maintenance of the said Lost River-Hatfield Junction Section of the Klamath Falls-Malin Highway, fee simple title to a certain parcel of real property. The said parcel of real property needed and required, or which in the best interests of the State and the owner should be acquired, and the specific use to be made thereof, is more particularly described in the attached list, marked Exhibit "A", under the Commission's respective file number and the name of the record owner or reputed owner; and said Exhibit "A" is by this reference adopted and made a part hereof as completely and fully as though set forth herein in full.

2. That the widening, construction, improvement and maintenance of the said Lost River-Hatfield Junction Section of the Klamath Falls-Malin Highway and the highway facilities for which the said parcel of property is required and being taken is necessary in the public interest, and the same has been planned, designed, located, and will be constructed in a manner which will be most compatible with the greatest public good and the least private injury or damage.

3. That the Legal and Right of Way Department is directed to attempt to agree with the owner and other persons having an interest in said parcel of real property as to the compensation to be paid for the taking; and in the event that no satisfactory agreement can be reached, then the Chief Counsel is directed and authorized to commence and prosecute to final determination such suit or action as may be necessary to acquire title to said parcel of real property, or interest therein.

4. That upon the trial of any suit or action instituted to acquire the said real property, the Chief Counsel, or, in his absence, any Assistant Attorney for the State Highway Commission, is authorized to make such stipulation, agreement or admission as in his judgment may be for the best interest of the State of Oregon.

5. That this resolution be entered in full in the minutes and records of the Commission this 26th day of January, 1956, as Condemnation Resolution No. _____.

File No. 14509
Owner: James O'Keefe
Use: The following described real property is necessary for right of way purposes for the widening, construction, improvement and maintenance of the Lost River-Hatfield Junction Section of the Klamath Falls-Malin Highway, to wit:

A parcel of land lying in the westerly third (W 1/3) of Lot 38 and in Lot 39 of Merrill Tracts, also lying in Section 2, Township 41 South, Range 10 East, W.M., Klamath County, Oregon; the said parcel being that portion of said Lot 39 and the westerly one-third of Lot 38 included in a strip of land 40 feet in width, lying on the northerly side of the center line of the Klamath Falls-Malin Highway as said highway has been relocated, which center line is described as follows:

Beginning at Engineer's centerline Station 98+06.14, said Station being 389 feet North and 433 feet East of the South quarter (S¼) corner of said Section 2; thence on a spiral curve left (the long chord of which bears South 42° 34' 35" East) 400 feet; thence on a 572.96 foot radius curve left (the long chord of which bears South 62° 34' 15" East) 133.08 feet; thence on a spiral curve left (the long chord of which bears South 82° 33' 55" East) 400 feet to Engineer's centerline Station 107+39.22, said center line crossing the West line of Lot 39 and the East line of the westerly one-third of Lot 38 of Merrill Tracts approximately at Station 101+20 and Station 106+19, respectively.

Bearings used herein are based upon the Oregon Coordinate System, South Zone.

The parcel of land to which this description applies contains 0.46 acre, of which 0.23 acre lies within the existing right of way and 0.23 acre lies outside of the existing right of way.

RECEIVED
JAN 18 1956
FOR FILING

January 18, 1956

Mr. Otis L. Thompson, Jr.
City Recorder
City of Merrill
Merrill, Oregon

Dear Mr. Thompson:

Sometime ago you asked me to send to the City Council a copy of the final plans of the Highway Commission for the improvement of the Lost River-Hatfield Junction Section of the Klamath Falls-Malin Highway. These are going forward to you in today's mail.

Incidentally, the project is being advertised for bids to be received by the Commission at its meeting on January 26, 1956.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

HBG:jmc

Johnson
never returned
me 7 this
1955

Not to be advertised
until January
O. Fiel

October 21, 1955

ompson, Jr.

pson:

nce is made to your letter of October 11 and my answer of October 14 regarding a copy of the final plans for the proposed improvement of Highway No. 39 through your city.

In checking further with our Construction Department I find that they do not expect to have these plans ready for at least a month, and if all engineering and field work is completed, it is planned to advertise the project for bids to be received at the December meeting of the Highway Commission which presently is scheduled to be held on December 19 and 20.

I have made a notation to send you a copy of these plans as soon as they are ready.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

jmc

October 21, 1955

Mr. Otis L. Thompson, Jr.
City Recorder
City of Merrill
Merrill, Oregon

Dear Mr. Thompson:

Reference is made to your letter of October 11 and my answer of October 14 regarding a copy of the final plans for the proposed improvement of Highway No. 39 through your city.

In checking further with our Construction Department I find that they do not expect to have these plans ready for at least a month, and if all engineering and field work is completed, it is planned to advertise the project for bids to be received at the December meeting of the Highway Commission which presently is scheduled to be held on December 19 and 20.

I have made a notation to send you a copy of these plans as soon as they are ready.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

jmc

October 14, 1955

Mr. Otis L. Thompson, Jr.
City Recorder
City of Merrill
Merrill, Oregon

Dear Mr. Thompson:

Just received is your letter of October 11, 1955 requesting a copy of the final plans of the proposed improvement of Highway No. 39 through your city.

Inquiry of our Engineering Department reveals that it will be about a week before the plans for this project are complete. Copies will be sent to you at that time.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

HBG:jmc

ROBERT R. WALKER, MAYOR WILBUR O. BRICKNER, ATTORNEY O. L. THOMPSON, JR., RECORDER

CITY OF MERRILL

MERRILL, OREGON

Oct. 11, 1955

Oregon State Highway Commission

Salem, Oregon

Gentlemen:

The Common Council of the City of Merrill does herewith request a copy of the final plans as submitted to the Commission of the proposed highway improvement plan for Oregon Highway No. 39 commencing at Lost River - through the City of Merrill - to the Hatfield (Malin-Tulelake) Junction.

Trusting that the Commission will not be greatly inconvenienced by this request and forward same at their earliest convenience.

Sincerely yours,

Otis L. Thompson, Jr.

City Recorder

ANSWERED
H. B. GLAISYER

RECEIVED
OCT 13 1955
STATE HIGHWAY COMMISSION

RECEIVED
OCT 25 1955
FOR FILING

Const
R/W
Klamath Falls - Malin - October 25, 1955

Oregon State Highway Commission

Gentlemen:

I attach hereto a sketch map indicating our survey for the improvement of the Klamath Falls-Malin Highway between Lost River and Butfield Junction. With the exception of a very minor alignment change within the city of Merrill, the proposed improvement follows the existing highway and consists merely of widening and constructing a stabilized surface and pavement on the existing routing.

This matter will be on the agenda, and your approval of the survey is requested, as in December we propose to call bids on the project, for which we have a federal-aid secondary allocation of $220,000.

Very truly yours,

R. H. Baldock
State Highway Engineer

Attachment

cc Mr. H. G. Smith
Mr. R. L. Porter

WCM:ms lg

FORM ESO—60M—2-55—62966

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
October 19, 1955

SUBJECT:

To: Mr. W. C. Williams
Deputy State Highway Engineer
O f f i c e

NOTED
W. C. WILLIAMS

Dear Sir:

Herewith seven copies of a sketch map of the Lost River-Hatfield Junction Section of the Klamath Falls-Malin Highway, for use in securing Commission approval of the survey.

This is a 1957 FAS project which is scheduled for contracting in December, and for which has been allocated $220,000.00. Mr. Cooper has inspected and approved these maps.

Very truly yours,

H. G. Smith
Construction Engineer

By Edwin A Pease

Edwin A. Pease
Construction Office Engineer

EAP:of

Encls.

FORM 830—50M—2-55—62906

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
October 18th, 1955

SUBJECT:

To: Mr. W. C. Williams
Deputy State Highway Engineer

NOTED
W. C. WILLIAMS

You will shortly be handed survey approval map for the Lost River-Hatfield Junction Section of the Klamath Falls-Malin Highway in Klamath County.

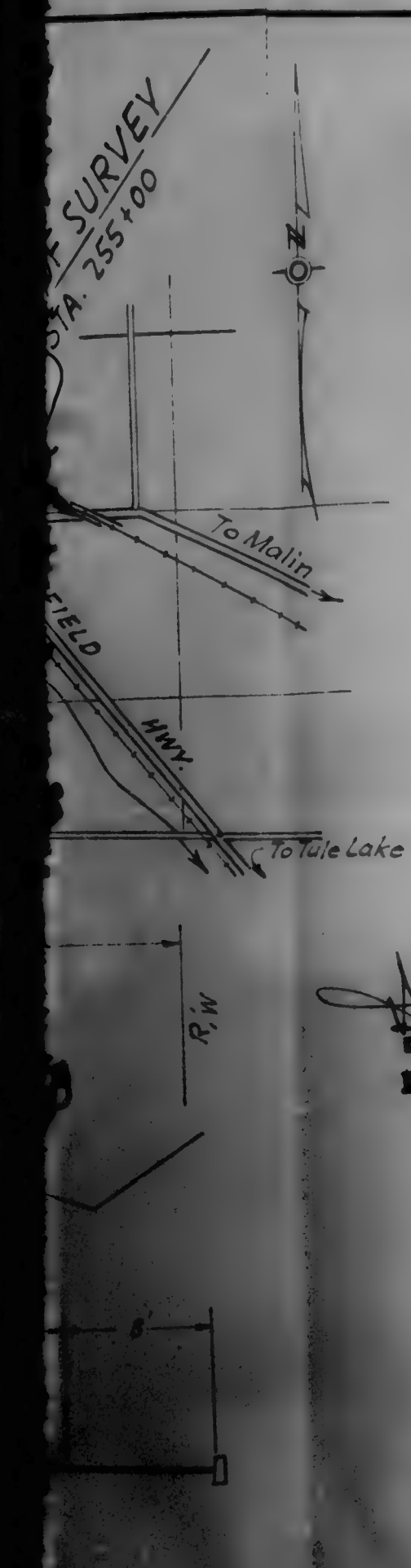
The cross-section for that portion of the road outside Merrill indicates a 22-foot pavement which is standard for the traffic, and in addition we have shown a 5-foot shoulder which is a bit of an oddball; however, as the traffic is quite heavy with many wide vehicles on this section, it is proposed to pave 2 feet of the shoulder, leaving 3 feet of gravel which will probably shortly sluff down to 2 on this turnpike section.

In view of the traffic conditions existing on that road, I would recommend the section shown.

Forrest Cooper
Ass't. Construction Engineer

FC:AR

IR-5-807



OREGON STATE HIGHWAY DEPARTMENT

Survey Approval Map

LOST RIVER - HATFIELD JCT. SECTION

KLAMATH FALLS-MALIN HIGHWAY

KLAMATH COUNTY

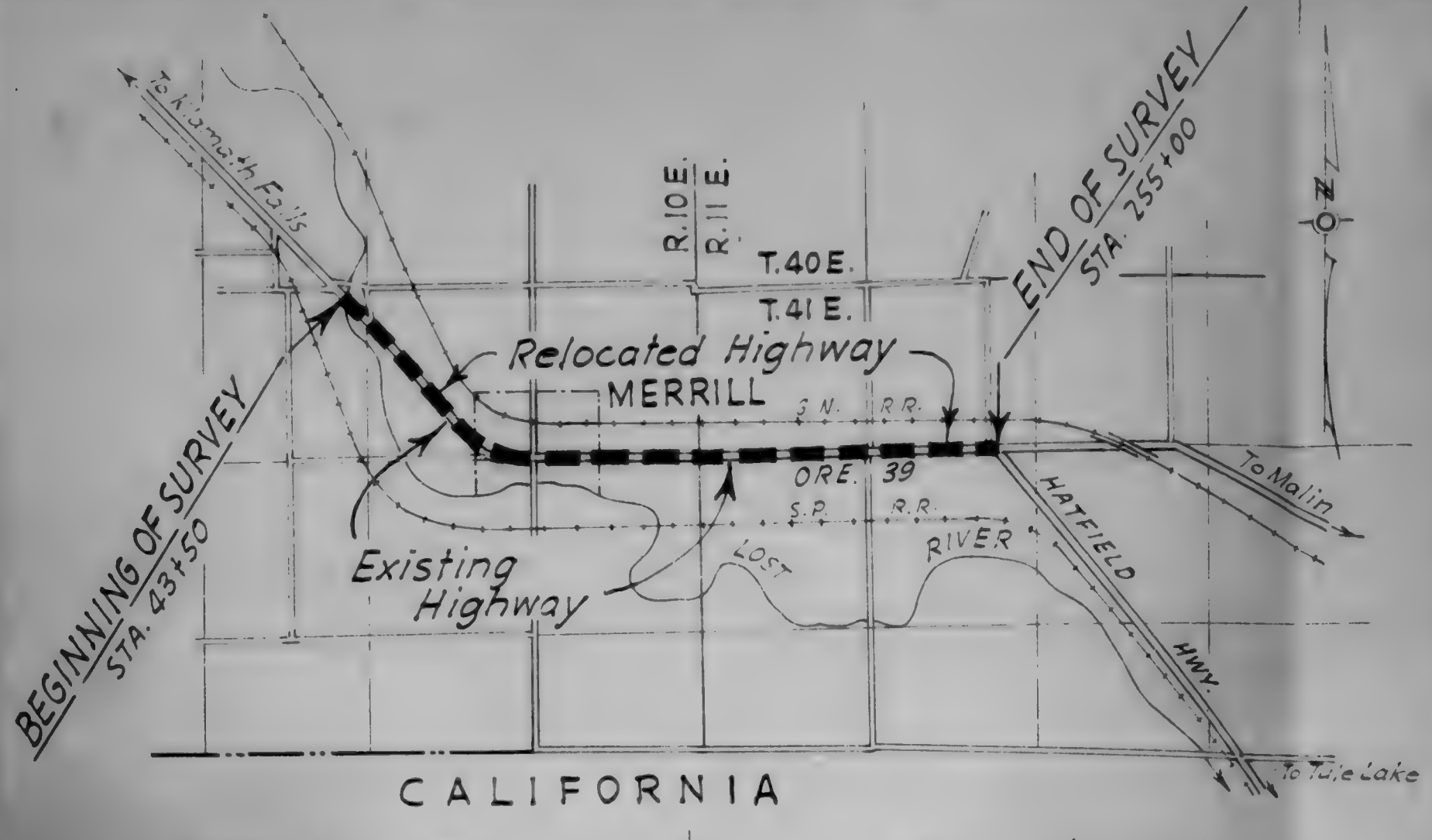
Scale: 1" = 1 Mi.

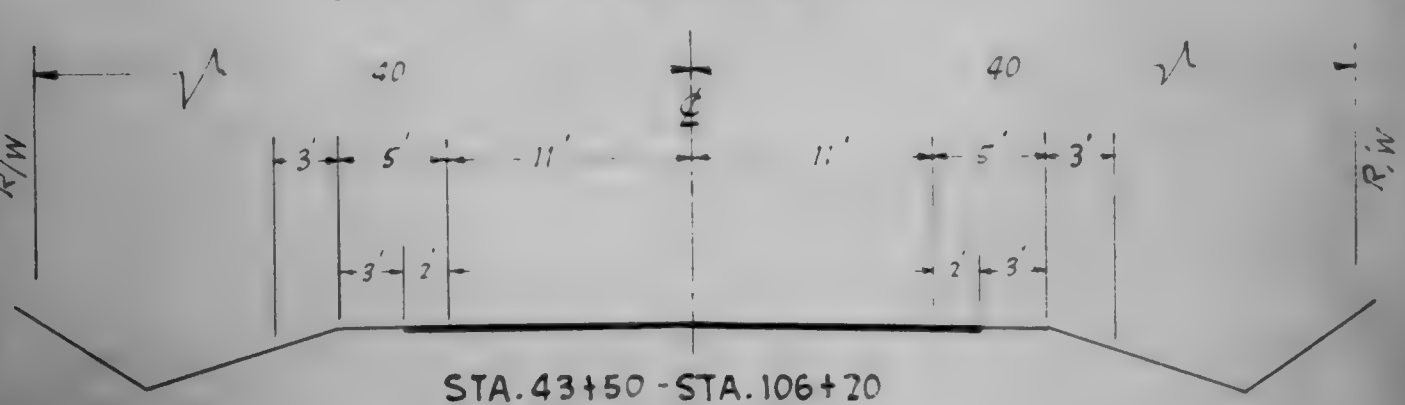
Nov., 1955

APPROVED

DEPUTY STATE HIGHWAY ENGINEER

Date 10-20-55





STA. 43+50 - STA. 106+20
STA. 137+50 - STA. 255+00

STA. 108+70 - STA. 135+00

TYPICAL SECTIONS

F-57(5) Ukiah-Forest Bdry. Sec., Ukiah-Hilgard Hwy. 1956

#4648

[redacted]

RECEIVED
AUG 21
FOR 37(C)

COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
KENNETH N. FRIDLEY, MEMBER
WASCO
GLENN L. JACKSON, MEMBER
MEDFORD

FLOYD QUERY, SECRETARY
SALEM

4648

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

August 21, 1959

Mr. Clarence D. Porter
Claims Adjuster
920 Failing Building
Portland 4, Oregon

Re: Saint Paul Fire and Marine
Insurance Company
Agreement - Jack Robinsen
Contractor, Inc.
State Highway Commission
Contract No. 4648

Dear Mr. Porter:

Attached hereto is a fully executed copy, together with two conformed copies, of a form of Receipt and Subregation re: Release of Saint Paul Fire and Marine Insurance Company from its undertaking to faithfully perform the construction work provided for under its bond for Jack Robinsen Contractor, Inc., State Highway Contract No. 4648.

The instrument was considered and approved by the Commission at its last meeting and I am sorry that it was not transmitted to you prior to your leaving on vacation. I hope, however, that it reaches you in time to properly conclude your business with your principal, and that with this the matter is finally concluded satisfactorily to all parties concerned.

Very truly yours,

G. E. ROHDE
Assistant Counsel

GER:hg
CC: Mr. C. H. Maisen
Mr. Floyd Query

NOTED
FLOYD QUERY

RECEIVED
SEP 15 1959
FOR FILING

A 57(5)

4648

MISC. CONTRACTS and AGREEMENTS No. 1891

Salem, Oregon
August 20, 1959

Agenda Item 2h

Saint Paul Fire and Marine
Insurance Company
Agreement - Jack Robinson
Contractor, Inc.
State Highway Commission
Contract No. 4648

Mr. L. I. Lindas
Chief Counsel
O f f i c e

Attention: Mr. G. E. Rohde
Assistant Counsel

Attached is a fully executed copy of a form of Receipt and Subrogation re release of St. Paul Fire and Marine Insurance Company from its undertaking to faithfully perform the construction work provided for under its bond for Jack Robinson, Contractor, Inc., Contract N . 4648. This copy is to be transmitted to Mr. Clarence D. Porter, Claims Adjuster, 920 Failing Building, Portland 4, Oregon. We are also attaching two conformed copies for your use.

A fully executed copy of the above document has been retained in this office for the Commission's files and one conformed copy has been sent to Mr. C. H. Maison and one to Mr. R.L. Porter.

Secretary

rm
Attach: 1

cc - Mr. C. H. Maison (1)
Mr. R. L. Porter (1)

FORM E-30 50M 6-58 13046

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

AGENDA
1 3 1959
2 h

Salem, Oregon
August 11, 1959

To: Mr. Floyd Query
Secretary
O f f i c e

SUBJECT: Saint Paul Fire and Marine Insurance Company
Agreement - Jack Robinson Contractor, Inc.
State Highway Commission
Contract No. 4648

In connection with the Chief Counsel's Agenda Item 2-h, to be presented to the Commission at its meeting August 13 and 14, 1959, herewith please find six copies of a form of Receipt and Subrogation to be executed by the State Highway Commission. The purpose of this instrument is to receipt for the $66,113.73 paid by the aforementioned insurance company to fulfill its part of an agreement with the Commission to complete the construction under State Highway Contract No. 4648. It also will release the surety from further obligation in connection therewith and will assign any rights of the Commission against the defaulting contractor.

4 copies in Sacramento

After consideration of this matter and if approved by the Commission would you please have the instrument signed in duplicate and return a copy to this office so that it can be transmitted directly to Mr. Clarence D. Porter, Claims Adjuster, 920 Failing Building, Portland 4, Oregon, who has acted as Agent for the insurance company in this matter.

G. E. ROHDE
Assistant Counsel

GER:hg
CC: L. I. Lindas
C. H. Maison

(A)
2 COPIES TO BE SIGNED

C.C.R

RECEIVED
JUN - 9 1959
FOR FILING
FIDELITY - SURETY - BURGLARY
CLAIMS EXCLUSIVELY

S 37 (5)

4648

CLARENCE D. PORTER
CLAIMS ADJUSTER
920 FAILING BUILDING
PORTLAND 4, OREGON
CA 3-2746

BONDING INVESTIGATIONS

June 5, 1959

Mr. W. C. Williams, State Highway Engineer
State Highway Department
Salem, Oregon

Dear Mr. Williams:

RE: Jack Robinson - Ukiah, Oregon

Due to a severe attack of flu lasting some six weeks, this is the first opportunity I have had to answer your letter of May 11, 1959, relative to the above matter.

I am a little disappointed that some further relief could not have been granted because at the time the agreement was entered into with the Commission, I labored under the impression that the only engineering expense involved was in relation to the rewarding of the job, which at that time was estimated to be around $6,000 plus the additional cost of contract items. When the excessive bill for some $19,753.64 was incurred, I felt that it should be modified for a much lesser sum due to the losses suffered by both the contractor and surety, and finally by the assurance of the project engineer that the proper extension of time was granted.

I appreciate your reformation of the original billing by eliminating the sum of $503.98, making the final bill $7,835.09 instead of $8,339.07. This amount is agreeable to me. As indicated previously, the bill of $38,525.00 likewise appears in order.

I am submitting the final statement which you rendered to my client, the St. Paul-Mercury Indemnity Co. in San Francisco and have asked for a prompt answer.

Very truly yours,

CLARENCE D. PORTER

cc Ed Porter

CDP:bc

RECEIVED
JUN 8 1959
OREGON
STATE HIGHWAY COMMISSION

Contract No 4648 6-2-59 A

RECEIVED
JUN - 2 1959

Monthly inspection number	Form PR-2A (5-31-57) U.S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS	State Oregon
Project report number S 57(5)	MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT	County Umatilla
		Project number S-57(5)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Engineer on June 20, 19 56, is hereby modified as follows:

4648

Revised estimated total cost of project $ 254,904

Revised Federal funds $ 137,134

Other revisions

None

All other terms and conditions of the Project Agreement will remain in full force and effect.

This modification is effective as of the 1 day of June, 19 59.

OREGON STATE HIGHWAY DEPARTMENT
(Official name of Highway Department)

By _____

Deputy State Highway Engineer
(Title)

By _____

(Title)

By _____

(Title)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

By C. G. Polk
Division Engineer

By: C. C. Pike
C. C. Pike
Acting Administrative Manager

USComm-DC 11170

CPR8-2055

FORM PR 3 (October 1954)

U. S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

State Oregon
County Umatilla
Project No. S-57(5)

S-57(5)
4648

PROJECT AGREEMENT FOR SECONDARY ROAD UNDER 1954 SECONDARY ROAD PLAN

MEMORANDUM OF AGREEMENT made this 20th day of June, 19 56, by and between The Oregon State Highway Commission, constituting for the purpose hereof the Highway Department of the State of Oregon, hereinafter called the Highway Department, and the Commissioner of Public Roads, Bureau of Public Roads, Department of Commerce, hereinafter called the Commissioner, pursuant to the provisions of the Act of Congress approved July 11, 1916 (39 Stat., 355), as amended and supplemented.

WITNESSETH:

WHEREAS, the Highway Department of said State has submitted a program, which was approved on the 22nd day of November, 1955, for the project hereinafter described; and

WHEREAS, the Highway Department has furnished a contract estimate or force account estimate for said project; and

WHEREAS, State or local funds have been made available for the project in accordance with the requirements of the aforesaid Act of July 11, 1916, as amended and supplemented.

NOW, THEREFORE, in consideration of the premises and of the several promises to be faithfully performed by each, as hereinafter set forth, the Highway Department and the Commissioner do hereby mutually agree as follows:

WORK EMBRACED IN PROJECT

ARTICLE I. This agreement covers the following work as briefly described in the program:

Being 9.991 miles of grading, drainage, 2-lane low type surfacing, and bridge construction, (Character of work)

between FA Rte. 30 near Ukiah and FA Rte. 1 west of LaGrande (Control points)

consisting of 9.991 miles of roadway and no (Number) bridges ~~costing ____ miles in length.~~

CHARACTER AND METHOD OF CONSTRUCTION

ARTICLE II. The Highway Department will construct or cause to be constructed to final completion said project under its direct supervision, which shall include adequate inspection throughout the course of construction, and in accordance with the standards and procedures approved by the Commissioner under its 1954 Secondary Road Plan.

UNITED STATES PRO RATA SHARE OF THE COST OF SAID PROJECT

ARTICLE III. The United States pro rata share of the cost of the project covered by this agreement shall not in any event exceed the sum of one hundred thirty six thousand and 00/100 dollars ($ 136,000.00), which does not exceed the authorized United States pro rata share of the approved total estimated cost of said project, which is two hundred nineteen thousand, eight hundred thirty one and 70/100 dollars ($ 219,831.70).

Comm—DC—32551

PAYMENTS

ARTICLE IV. As the work on said project progresses, or upon its completion, and upon receipt of vouchers from the Highway Department, the Commissioner shall from time to time submit schedules of vouchers certified by him to the Secretary of the Treasury for payment to the official or depository authorized under the laws of said State and designated by the Highway Department to receive public funds.

The Commissioner reserves the right to withhold such sums as he may deem necessary to insure completion of the work in compliance with this agreement.

MAINTENANCE OF PROJECT

ARTICLE V. The Highway Department will be responsible for the maintenance of said project in compliance with said Act of July 11, 1916, as amended and supplemented, and will use every means within its power to insure proper and permanent maintenance thereof.

IN WITNESS WHEREOF, the parties have hereunto affixed their signatures as of the day and year first above written.

OREGON STATE HIGHWAY COMMISSION
(Official title of Highway Department)

By _____
Chairman, State Highway Commission
(Title)

By _____
Member, State Highway Commission
(Title)

By _____
Member, State Highway Commission
(Title)

RECOMMENDED FOR APPROVAL:

_____
STATE HIGHWAY ENGINEER

COMMISSIONER OF PUBLIC ROADS

By _____
Division Engineer, Bureau of Public Roads

—33205

Oregon State Highway Department

Federal Aid Secondary
Project No. S-57(5)

UKIAH-FOREST BOUNDARY SECTION
OF THE UKIAH-HILGARD HIGHWAY IN UMATILLA COUNTY

(Estimate as a basis for project agreement. Based on low bid prices.)

Type Code 2010

Salem, Oregon, April 12, 1956

Roadway (Sta. 10+47 to Sta. 538+44)(Contract No. 4648)

All Required		Clearing and Grubbing		$ 15,000.00
740	cu. yds.	Drainage Excavation, Unclassified	2.00	1,480.00
323,000	cu.yds.	General Excavation, Unclassified	0.35	113,050.00
460,700	yd. sta.	Short Overhaul	0.01	4,607.00
2,800	C-yd. sta.	Long Overhaul	0.30	840.00
9.99	miles	Finishing Roadbed and Slopes	500.00	4,995.00
19,000	lin. ft.	Rounding Cutbanks	0.15	2,850.00
40	lin. ft.	24-inch Corrugated Metal Pipe	7.00	280.00
360	lin. ft.	78-inch Corrugated Metal Pipe	40.00	14,400.00
480	lin. ft.	12-inch Concrete Pipe	2.00	960.00
1,680	lin. ft.	18-inch Concrete Pipe	3.50	5,880.00
400	lin. ft.	24-inch Concrete Pipe	5.00	2,000.00
300	lin. ft.	36-inch Concrete Pipe	8.00	2,400.00
350	lin. ft.	6-inch Perforated Metal Drain Pipe	2.00	700.00
44	cu. yds.	Special Backfill in Drains	10.00	440.00
90	lin. ft.	1-inch Galvanized Water Pipe	0.50	45.00
44,000	cu. yds.	Selected Roadbed Topping	0.30	13,200.00
50,000	yd. mi.	Hauling Roadbed Topping	0.12	6,000.00
880	M-gal.	Sprinkling	2.00	1,760.00
100	cu. yds.	Class "A" Concrete	60.00	6,000.00
14,000	lbs.	Metal Reinforcement	0.14	1,960.00
All Required		Flagging (57½ of Contractors Cost)		$190,847.00
				1,000.00
		Subtotal		$191,847.00
		10% Engr. & Cont.		19,984.70
				$211,831.70

Length of Roadway 9.991 miles
Length of Structure 0.009
Total Length 10.000
Cost of Roadway per Mile $22,002.97

Federal Funds- - - -

RECEIVED
MAY 12 1959
FOR FILING

457(5)
4648

May 11, 1959

Mr. Clarence D. Porter
920 Failing Building
Portland 4, Oregon

Dear Mr. Porter:

I write this in reply to your letter of March 3, 1959, in which you discuss various items in connection with the settlement of the Jack Robinson contract, No. 4648, on the Ukiah-Hilgard Highway.

Referring to the payment of $38,525 by the bonding company to the State, there seems to be no difference of opinion over this; therefore, I believe no further discussion of this item is necessary.

Referring to the matter of the billing for the remeasurement and preparation of the necessary plans, I find that the total on our books was $8,339.07. Cost accounting is handled in the Salem office and would include all charges against the job made by our working forces. Your assumption that part of this increase was due to our regular salaried personnel is incorrect. We have made no charge for supervisory personnel.

There are two small items that are questionable or that should not have been charged in the first instance, which items total $503.98, leaving a total of $7,835.09 due us for the remeasurement and preparation of plans. It is expected that this will be paid in accordance with the terms of our agreement.

The other item that you question on the fourth page of your letter is an engineering item of $19,753.64. Your request for waiving this amount appears to be based on somewhat nebulous assertions having to do with weather, with a few other extraneous items mentioned in your letter. In order to get this matter into clear focus, I believe it would be well to make a short review.

The contract was awarded to Jack Robinson on March 9, 1956, with a specified completion date of August 31, 1956. From March 9 to

August 31 inclusive, there were 126 workdays not counting Saturdays and Sundays. The original contract called for moving 323,000 cubic yards of material. On this basis, the contractor would only be required to move about 2,600 cubic yards a day, which is not a very alarming production for a contractor. A study of the weather conditions indicates that during this time, there were 15 days on which there was rain, most of the rain being concentrated in very short periods of time, with long spells of good working weather in between. For instance, between March 11 and May 4, there was rain on one day only, that being on Monday, March 26. From June 20 to August 25, the only rainfall was a few scattered showers, which would not affect the contractor's operation. From the date of expiration of the contract (August 31, 1956) to the end of the year 1956, a study of the weather indicates that there were excellent working conditions, there being rain on only six days during this entire period. The weather pattern for 1957 does not indicate any severe or unusual conditions and it seems to me that any further discussion of the weather would only be in the nature of a red herring to divert our thinking from what actually occurred.

Had the job been finished on time, our original setup for engineering would probably have been adequate or nearly so; however, due to delays beyond the control of the State, this job, which was scheduled to be completed by September 1, 1956, actually dragged over to July 7, 1958, all of which resulted in an excessive bill for engineering.

When it became apparent that Robinson would be unable to finish the job, you came to the Salem office with the request that the State do the necessary engineering and other things for the re-awarding of the contract to complete this project, stating that the bonding company would pay the expense involved, including the additional cost of contract items plus some maintenance items occasioned by the delay in completion of the work. At this time, you were asked, not once but several times, to complete the work under the original contract, but this you were apparently unwilling to do and, with some reluctance, we agreed to the re-awarding of the contract on the positive assurance from you that the extra expense would be taken care of by the bonding company. An agreement was entered into covering this matter on August 8, 1957 and we proceeded in good faith based on this agreement.

That the engineering is excessive, we do not deny. The reason is so obvious as to hardly need reviewing; however, I point out to you that the project was awarded in March 1956 for completion during that year. The work was actually completed in September 1958. These long delays resulted in excessive engineering costs. I do not feel that the State Highway Commission is at fault in any way and believe that you have a legal and moral obligation to make payment in accordance with our understanding.

Our original estimate of construction engineering cost (eight per cent of estimated construction cost) was $17,456, which should have

been ample to do the work had it been completed on time. As a result of the delays encountered, the total cost of construction engineering was $50,276.85. Of this amount, the State is assuming the "lion's share" of $30,523.21, which is actually 15 per cent of the contract cost.

I do not feel justified in asking the Highway Commission to assume the additional engineering cost as you request. It is, therefore, requested that you make prompt payment of the amount shown on the statement attached.

Very truly yours,

W. C. Williams
State Highway Engineer

Enclosure

cc to: Mr. Forrest Cooper
Mr. Tom Edwards

FC:fn:ae

FORM A-130Y 2M-4-58

INVOICE

Oregon State Highway Department

SALEM, OREGON

St. Paul-Mercury Indemnity Co.
Northwest Branch Office
200 Mills Building
San Francisco 6, California

Invoice No. 60307

Date May 8, 1959

Your Req. No.

Billing Request No. O. E. 7763

Credit distribution: 130-1051-292

To reimburse the State of Oregon for extra expense incurred by reason of failure of contractor, Jack Robinson Contractor, Inc., to complete work under his contract for grading and topping on the Ukiah-Forest Boundary Section of the Ukiah-Hilgard Highway in Umatilla County, said contract being State Highway Contract No. 4648. This cancels and supersedes O.E 7763 Cash Invoice No. 58161.

Amounts paid out by the State on account of the work (except amounts paid out for engineering):

a. To Jack Robinson Contractor, Inc., as shown in detail of voucher dated January 14, 1957 $ 116,452.97

b. To K. C. Dack Construction Co., the contractor who completed the work intended to have been done under the Robinson contract, as shown in detail on attached copy of voucher dated October 6, 1958 122,218.12

$ 238,671.09

Value of work performed under Contract Nos. 4648 and 5048 as computed from the quantities of work performed and the applicable prices set forth in the "Schedule of Contract Prices" included in Contract No. 4648 as shown in detail in voucher form dated October 15, 1959 $ 200,146.09

Excess of the amounts paid to contractors over the value of the work performed by them $ 38,525.00

Engineering expense involved in preparing the plans required in contracting the completion of the project $ 7,835.09

Construction engineering expense additional to what would have been required had the work been performed and completed in compliance with the provisions of contract No. 4648 $ 19,753.64

Amount due the State of Oregon from St. Paul Mercury Indemnity Co. in accordance with the provisions of Article 1.8.7 of Contract No. 4648 and in accordance with the agreement entered into between the State of Oregon and St. Paul Mercury Indemnity Co. on August 8, 1957 $ 66,113.73

REFERRED TO Cooper

CLARENCE D. PORTER
CLAIMS ADJUSTER
920 FAILING BUILDING
PORTLAND 4, OREGON
CA 3-2746

FIDELITY - SURETY - BURGLARY
CLAIMS EXCLUSIVELY

BONDING INVESTIGATIONS

March 3rd, 1959

Mr. W. C. Williams, Highway Engineer
Oregon State Highway Commission
Salem, Oregon

Dear Mr. Williams:

Re - Jack Robinson Contractor, Inc.
Contract 4648 - Ukiah-Hilgard Highway
Umatilla County, Oregon

I have checked the final statement presented by you relative to completion of the above project under the original specifications assumed by Jack Robinson Contractor, Inc. and subsequently finally completed by the K. C. Dack Construction Co. under State contract No. 5048. I find in your computation proper credit has been given the St. Paul Fire and Marine Insurance Company for the retained percentage due Robinson of $12,939.22, and also all of the contract pipe at the time of Robinson's default is properly reflected as an allowance in the final estate under the Dack settlement. I am, therefore, recommending the payment of $38,525.00 by my client pursuant to an agreement entered into with your department.

The next obligation which we assumed was for the remeasuring of the job, and the re-awarding of it by public letting. The actual field and engineering expense was $7,516.51 according to information provided me by J. H. Walker. This expense included complete remeasuring of the entire project, the finishing out of work done by Robinson and preparing plans and specifications for the new contract to be let to complete the work. This work was performed in the months of June, July and August, 1957. While it appears a trifle high considering the fact that only approximately $71,000 of the original contract of $198,847 remained uncompleted at the time this remeasurement took place. Your bill was for $8,339.07, but I presume the additional expense over the $7,516.51 was performed by your regular salaried personnel without the necessity of putting the State to additional expense. This same theory would also apply as to whatever Mr. Walker's salary, if any, might have been included in the $7,516.51 item. I think some thought might be given to this situation before I ask my client to pay it as billed. There appears virtually no hurdle that cannot be ironed out on this so that it can be paid immediately.

The contract was awarded to Robinson on March 9th, 1956. Contract amount was $198,847. Date of completion - August 31st, 1958. Due to the tight completion period Robinson attempted to get the job going in March, 1956. Because of extremely adverse weather conditions, including snow and high water, Robinson proceeded in his work at great odds and the work that was accomplished was performed at severe financial loss, and much damage to equipment. I reviewed the field report of the Bureau of Public Roads on the adjoining project which corroborates the severity of the weather.

Probert

Beginning in December, 1955 - December, 1955 and January and February, 1956 - heavy snow - minimum temperature 22 degrees. March 1956 - flood condition - heavy rain and snow. April 1956 - same as March. May 1956 - continued heavy rain and adverse weather. Equipment operating under adverse conditions that were extreme. A more detailed report for May shows - on May 7th - heavy rain. May 8 and 9 - rain. May 10 - heavy rain. May 12 - rain with snow squalls. May 13, 14, 15, 16, 17 - adverse working conditions from previous rain but weather fair. May 18 - rain again. May 21, 22 - fair but fighting mud. May 23, 24 - rain and cloudy. May 25, 26, 27 - cool. May 29 - fair. May 31 - rain. June 1956. June 1 to 3 - showers and cold. June 4 - snow and rain. June 6 to 13 - cool and work still hampered with wet condition and mud. June 14, 15 - rain. June 18 - cool and fair. June 19 - rain. Fair the balance of the month, but working conditions unsatisfactory, and then finally on July 12 - project soaked with rain - unable to work. From a practical standpoint Robinson really only had just two months to do a $200,000 job, which is physically impossible.

Robinson then requested an extension of time, and Project Engineer Johnny Walker wrote a letter to the Division Engineer at La Grande, Oregon stating definitely that due to the adverse weather conditions above recited that it was impossible for the contractor to get going on the job until June, and also approved the extension of time to complete for an indefinite period. I verified from both Robinson and Walker in November 1956 that the extension had been granted. Then again inclement weather spasmodically hit the job in October, November and December, 1956 when the work was shut down for the winter.

Severe weather again hit the area during January, February and March of 1957. On February 25th, 1957 Ukiah was the coldest spot in the United States - 25 degrees below freezing. Inclement weather continued again until May 1, 1957.

On August 8th, 1957 Robinson was defaulted, and an agreement was entered into between the Highway Commission and the Saint Paul Fire and Marine Insurance Company to remeasure the project, finishing out the work of Robinson and to prepare plans and specifications for a new contract to be let to complete the project. Initial conversation at that time estimated the cost in engineering fees would be around $6,000 for this work. At this point, the job, according to an estimate prepared by the project engineer and given me, indicated that there was a total of $66,700.41 of the original to complete.

During June, July and August, 1957 the work of finishing out Robinson's contract and remeasuring the work for reletting was undertaken at a cost of $7,516.51 It was my belief that this work would also include the staking out of the job for the new contractor to proceed to avoid additional engineering costs later on. In other words with only $66,700.41 of work to complete the field work previously done could be utilized, especially where the grade had been well established, work on part of the final grade had been completed and quantities of items remaining could be easily measured due to the prior completed work.

Then came the opening of bids on August 30th, 1957, and the awarding of the contract on September 12th, 1957 to the K. C. Dack Construction Company on a bid of $119,199.50. Due to the location of the project high in the Blue Mountains it would be a normal conclusion that the work would be shut down for the winter in December, 1957, but due to a mild winter Dack was able to work and completed his job ahead of time, namely on July 7th, 1958.

Actually Robinson had only an approximate period of three months of available working conditions in 1956. The work was shut down in December, 1956 and normal starting time would not then begin until about May, 1957. The completion of the contract under normal conditions would be sometime in the Fall of 1957.

Taking out the remeasurement fees of $7,516.51 there should have been only a reasonable expenditure of engineering fees expended for the job.

The final portrait and analyzation of this contract from beginning to end shows that there were serious problems presented over which neither Robinson nor Dack had any control, namely, the fighting of adverse weather.

As previously stated there is no particular argument as to the cost of completing the job by the Dack Construction in the items of $38,525.00 and the cost of remeasuring and reletting the contract to Dack of $7,516.51, but my client feels that under the circumstances it should not be subjected to any other or additional engineering fees and that these costs should be absorbed by the State. The following reasons are advanced.

At the time Robinson defaulted on his contract his surety had suffered a loss of approximately $90,508.12, which represented money advanced to meet payrolls and the discharge of material obligations. Add to this sum the $38,525.00 and the reletting cost of $7,516.51 the total loss amounts to an unbelievable total of $137,033.12. What caused this loss? Primarily it was because Robinson's bid was too low. The major item of construction was unclassified excavation at 35¢. Dack's bid, which was the lowest, was 70¢, and he had the advantage of all the tough work Robinson had previously performed. Compare the prices of the other bidders when Robinson undertook this work, which are in your files, and this will be verified. Also refer to your estimate of the cost of this job when it was sublet. Robinson bid on the Bureau of Public Roads contract of similar construction and on the same highway 45¢ per yard and we sustained a loss.

Steelman and Duff, who finished the Bureau job of Robinson's, bid 1.45 per yard, and if anybody knew the actual cost of handling work in this area it is they as they lost money on a previous job some years back when they bid about 56¢ per yard. My investigation indicates that Verne Jarl had an adverse experience, and rumor has it that the contractor who constructed the original road out of Ukiah went broke due to the nature of the work and adverse weather. My files show that Robinson during September, October, November and December of 1956 did not receive estimates for work performed to equal his payroll expenditures. In other words he was losing his shirt.

In reciting all these facts I am attempting to show that the State is out no money by assuming these additional expenses as the job completed was worth these additional expenditures in the first place.

Engineering Costs: You assigned 12½% as the cost of engineering, and other public bodies I understand assign 15%. This is based on an orderly construction progress of the job. It is financially impossible to always keep within such percentages when reverses arise causing huge losses to contractors such as adverse weather and extreme physical handicaps. Your department assumes notice of this in your standard specifications. You provide in paragraph 1.8.6 that when extra expense is incurred "Provided, however, that the Highway Commission may, in its discretion, and for such cause as it may deem sufficient under the circumstances waive all or any part of such engineering expense and such extra expense".

To justify your action in doing so may I say that exactly the same situation arose on Robinson's contract with the Bureau of Public Roads on the same Ukiah-Starkey Highway, namely, contract was awarded in September, 1955, and due to

snow and weather conditions could not be undertaken until the Spring of 1956, and then due to a wet Spring as heretofore mentioned completion could not be made in 1956. The job was sub-let to Steelman and Duff in 1957, and completed in July 1957. There was no charge made by the Bureau for additional engineering expenses, but a penalty of $2800 was imposed as liquidated damages due to delay following a resumption order to proceed in the Spring of 1957. In view of our loss I think we are entitled to the same consideration as to waiving of engineering fees.

To finally periscope the picture above submitted here is the story:

1. Excess of amount paid over the value of work performed agreeable.
2. Engineering expenses in contracting completion of job can be easily adjusted for settlement.
3. That Surety feels additional engineering expenses of $19,753.64 should be waived, the same as was done by the Government.

As to No. 3 for the following reasons:

1. Adverse weather conditions in 1956 causing severe financial loss to contractor and damage to equipment.
2. Extension of time approved by Project Engineer recognizing these conditions.
3. Highway located in mountains in area sparsely populated and practically no logging operations and little used by public, except by deer and elk hunters for short period.
4. That the most important part of road from its junction with the Pendleton-John Day Highway to Ukiah, Oregon, a distance of 1½ miles, was fully graded and used by the public without inconvenience during the early part of 1956.
5. That a great portion of the old highway traversing the new highway was usable during construction without inconveniencing the few people who travelled this route.
6. That the road was completed by a loss to Robinson's surety of approximately $46,000 after Robinson's default, plus the additional loss of $90,508.12 in payment of claims against its bond.
7. And most important of all, the Highway Commission secured a tough job completed at a cost which it could and should assume all additional engineering expenses as its contribution because it never could have been completed at the price bid by Robinson.
8. That the surety has already suffered a loss of $137,033.12, not including expenses of over $5,000, and fulfilled its obligation to perform the contract.

Finally, I hope with the above recitals that the Highway Commission will grant my request in waiving the additional engineering costs of $19,753.64, so that the adjustment of this loss can be speedily concluded.

I have made this report at length to justify our position, and if a further conference is in order I shall be glad to confer with you.

Thanks for your cooperation.

RECEIVED
1958
OFFICE OF
STATE HIGHWAY ENGINEER

Yours very sincerely,

Clarence D. Porter

Clarence D. Porter

CDP:DP

This statement prepared by Parker for Mr. Compris info.

UKIAH-FOREST BOUNDARY PROJECT

Total cost of construction engineering	$50,276.85	=25% of contract cost
Constr. engr. cost subsequent to completion date	30,581.15	=15% of contract cost
Waiver account of unusually inclement weather	10,827.51	= 5% of contract cost
Billed against surety	$19,753.64	=10% of contract cost
Constr. engr. cost assumed by State	$30,523.21	=15% of contract cost

Reasons for waiver of $19,753.64 requested by surety:

1. Unusually inclement weather - for which a waiver of $10,827.51 has already been granted.

2. Heavy losses incurred by contractor and surety. ($137,000 claimed).

3. Saving to State by reason of the low bid.
   ($17,962.00 under 2nd bidder.)
   ($19,358.50 under engineer's estimate.)

4. Precedent established by BPR in waiving extra engineering cost under similar conditions. (BPR did, however, assess liquidated damages of $2,800.00).

5. Excessive cost of construction engineering.

Comments:

Engineer's estimate of engineering cost, (8% of engineer's est. of constr. cost)	$17,456.00
Amount of engineering cost borne by the State (15%)	$30,523.21

If Robinson had managed to stick with the job until completed (by July 1, 1957, say) the engineering cost might have run to about $35,000. (Actual expense to April 30, 1957, was $27,000. Three additional months would have cost possibly $8,000.)

Specified time limit (August 31, 1956) was probably a little short. Contract was awarded on March 9, 1956, and work was started on March 12.

March 10, 1959

RECEIVED
NOV 6 - 1958
FOR FILING
A-57(E)

October 31, 1958

Mr. Clarence D. Porter
Claims Adjuster
900 Pelling Bldg.
Portland 4, Oregon

Dear Mr. Porter:

With the understanding that you are representing the St. Paul Mercury Indemnity Co. in the contract default matter relating to our contract with Jack Robinson Contractor, Inc., for grading work on the Ukiah-Forest Boundary Section of the Ukiah-Pilot Rock Highway in Umatilla County, we are submitting to you our claim for what we consider to be an obligation of the Company in connection with the default.

Your prompt attention to this claim will be appreciated.

Very truly yours,

R. C. Williams
State Highway Engineer

SHF:bb

FORM S-123-X 12.5M 9-56

COMMISSIONERS

M. K. McIVER, CHAIRMAN
PORTLAND

ROBERT S. CHESSMAN, MEMBER
ASTORIA

KENNETH N. FRIDLEY, MEMBER
WASCO

H. B. GLAISYER, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

October 31, 1958

St. Paul Mercury Indemnity Co.
Northwest Branch Office
200 Mills Building
San Francisco 6, California

Gentlemen:

Reference is made to the contract entered into on March 9, 1956, between the State of Oregon and Jack Robinson Contractor, Inc., for the performance of certain grading work on the Ukiah-Forest Boundary Section of the Ukiah-Hilgard Highway in Umatilla County, and to the agreement entered into between the State of Oregon and the Saint Paul Mercury Indemnity Co. on August 8, 1957, under which the State of Oregon was to arrange for the completion of work under said contract following default by Jack Robinson Contractor, Inc.

As all work to be done under the contract and agreement is now completed, we are submitting, in invoice form, our determination of the obligation of the Saint Paul Indemnity Co. under the contract and agreement referred to, accompanying the same with itemized supporting statements.

The charge against the Surety for contract construction cost, amount $36,525.00, is a fully determinable amount as you will note from the itemized statements. The charge for the resurvey and preparation of plans involved in contracting the completion of the work, amount $8,339.07, is also a fully determinable amount. The charge for extra construction engineering expense, amount $19,753.64, is not a fully determinable amount and must, therefore, be arrived at on a more or less arbitrary basis.

The total cost of construction engineering was $50,276.85. Of this amount, $30,523.15 was incurred subsequent to the date (August 31, 1956) on which the construction work, according to the terms of contract, was to have been completed. Without waiver on the part of the State, the whole of this $30,523.15 is an obligation of the contractor and his surety (See Article 1.8.6 of the Standard Specifications of the contract).

Of the $50,276.85 total cost of construction engineering, $30,523.21 was incurred in connection with the work performed by Robinson and $19,753.64 in connection with the work performed by K. C. Dask. It is our opinion, based on past experience, that the $30,523.21 incurred in connection with the Robinson work, having been 15.2 per cent of the contract construction cost, was as much or more than would have been required for construction engineering had the work contemplated by the Robinson contract been carried to completion with anything like efficiency or reasonable compliance with contract provisions. We have, therefore, considered it a fair sharing of construction engineering cost for the State to carry the $30,523.21 incurred in connection with the Robinson work and the surety to assume the $19,753.64 incurred in connection with the K. C. Dask work.

Owing to the great multitude of separate payments involved in the construction engineering work, we have not attempted to give you an itemized statement of the costs of that work. However, our records are open to you for audit at any time.

Very truly yours,

W. C. Williams
State Highway Engineer

Form A-150Y--SM--4-58

INVOICE

Oregon State Highway Department

SALEM, OREGON

St. Paul Mercury Indemnity Co.
Northwest Branch Office
200 Mills Building
San Francisco 6, California

Invoice No.

Date October 31, 1958

Your Req. No.

Billing Request No.

Credit distribution:

To reimburse the State of Oregon for extra expense incurred by reason of failure of contractor Jack Robinson Contractor, Inc., to complete work under his contract for grading and topping on the Ukiah-Forest Boundary Section of the Ukiah-Pilgard Highway in Umatilla County, said contract being State Highway Contract No. 4648.

Amounts paid out by the State on account of the work (except amounts paid out for engineering):

a. To Jack Robinson Contractor, Inc., as shown in detail of voucher dated January 14, 1957	116,452.97
b. To K. C. Deck Construction Co., the contractor who completed the work intended to have been done under the Robinson contract, as shown in detail on attached copy of voucher dated October 6, 1958	122,218.12
	238,671.09
Value of work performed under Contract Nos. 4648 and 5048 as computed from the quantities of work performed and the applicable prices set forth in the "Schedule of Contract Prices" included in Contract No. 4648, as shown in detail in voucher form dated October 15, 1958	200,146.09
Excess of the amounts paid to contractors over the value of the work performed by them	38,525.00
Engineering expense involved in preparing the plans required in contracting the completion of the project	8,339.07
Construction engineering expense additional to what would have been required had the work been performed and completed in compliance with the provisions of Contract No. 4648	19,753.64
Amount due the State of Oregon from the Saint Paul Mercury Indemnity Co. in accordance with the provisions of Article 1.8.7 of Contract No. 4648 and in accordance with the agreement entered into between the State of Oregon and the Saint Paul Mercury Indemnity Co. on August 8, 1957	866,617.71

Form A-186Y—25M—4-58

INVOICE

Oregon State Highway Department

SALEM, OREGON

St. Paul Mercury Indemnity Co.
Northwest Branch Office
200 Mills Building
San Francisco 6, California

Invoice No.

Date October 31, 1958

Your Req. No.

Billing Request No.

Credit distribution:

To reimburse the State of Oregon for extra expense incurred by reason of failure of contractor Jack Robinson Contractor, Inc., to complete work under his contract for grading and topping on the Ukiah-Forest Boundary Section of the Ukiah-Hilgard Highway in Umatilla County, said contract being State Highway Contract No. 4648.

Amounts paid out by the State on account of the work (except amounts paid out for engineering):

a. To Jack Robinson Contractor, Inc., as shown in detail of voucher dated January 14, 1957	116,452.97
b. To K. C. Pack Construction Co., the contractor who completed the work intended to have been done under the Robinson contract, as shown in detail on attached copy of voucher dated October 6, 1958	122,218.12
	238,671.09
Value of work performed under Contract Nos. 4648 and 5048 as computed from the quantities of work performed and the applicable prices set forth in the "Schedule of Contract Prices" included in Contract No. 4648, as shown in detail in voucher form dated October 15, 1958	200,146.09
Excess of the amounts paid to contractors over the value of the work performed by them	38,525.00
Engineering expense involved in preparing the plans required in contracting the completion of the project	8,339.07
Construction engineering expense additional to what would have been required had the work been performed and completed in compliance with the provisions of Contract No. 4648	19,753.64
Amount due the State of Oregon from the Saint Paul Mercury Indemnity Co. in accordance with the provisions of Article 1.8.7 of Contract No. 4648 and in accordance with the agreement entered into between the State of Oregon and the Saint Paul Mercury Indemnity Co. on August 8, 1957	866,617.71

T NO. 4648

	Payments Made to K. C. Dack Construction Co. (Cont. No. 5048)			Total Work Performed Valued at Prices Applicable to Cont. No. 4648		
	Quantity	Unit Price	Amount	Quantity	Unit Price	Amount
00	100%	$11,250.00	$ 11,250.00	100%	$15,000.00	$ 15,000.00
00	895.1	5.00	4,475.50	1,755.64	2.00	3,511.28
00	87,705.6	.70	61,393.92	327,093.8	.35	114,482.83
50	151,381	.02	3,027.62	374,478	.01	3,744.78
00	2,107.8	.40	843.12	3,916.9	.30	1,175.07
00	9.99	1,000.00	9,990.00	9.99	500.00	4,995.00
00	14,600	.20	2,920.00	17,375	.15	2,606.25
	- -	- -	- -	- -	7.00	- -
00	- -	- -	- -	200	40.00	8,000.00
00	99	2.35	232.65	276	2.00	552.00
50	468	3.90	1,825.20	1,968	3.50	6,888.00
00	99	5.75	569.25	636	5.00	3,180.00
00	141	9.50	1,339.50	405	8.00	3,240.00
00	- -	- -	- -	200	2.00	400.00
	20	6.00	120.00	20	10.00	200.00
00	- -	- -	- -	101.57	60.00	6,094.20
60	- -	- -	- -	13,558.38	.14	1,898.17
	- -	- -	- -	- -	.50	- -
70	29,843.8	.50	14,921.90	45,801.1	.30	13,740.33
60	23,381.1	.12	2,805.73	30,973.2	.12	4,436.78
40	- -	- -	- -	379.2	2.00	758.40
	78	1.25	97.50			- -
	348	1.40	487.20			- -
	150	1.90	285.00			- -
	72	2.50	180.00			- -
	150	7.00	1,050.00			- -
	135	1.60	216.00			- -
	100%	1,500.00	1,500.00			- -
30			$119,530.09			$194,903.09
	267	10.00	2,670.00	267	10.00	2,670.00
99	- -	- -	18.03	- -	- -	58.02
00	- -	- -	- -	5,641.7	.40	2,256.08
00	- -	- -	- -	6,915	.02	138.30
				160	.75	120.00
60			- -			- -
40			- -			- -
40			- -			- -
00			- -			- -
50			- -			- -
22			- -			
97			$122,218.12			$200,146.09
97			$122,218.12			$238,671.09
			- -			$200,146.09
			- -			$38,525.00

5.00	99	5.75	569.25	836	5.00	3,180.00
.00	141	9.50	1,339.50	405	8.00	3,240.00
30.00	- -	- -	- -	200	2.00	400.00
-	20	6.00	120.00	20	10.00	200.00
0.00	- -	- -	- -	101.57	60.00	6,094.20
37.60	- -	- -	- -	13,558.38	.14	1,898.17
-	- -	- -	- -	- -	.50	- -
78.70	29,843.8	.50	14,921.90	45,801.1	.30	13,740.33
51.60	23,381.1	.12	2,805.73	30,973.2	.12	4,436.78
58.40	- -	- -	- -	379.2	2.00	758.40
- -	78	1.25	97.50			- -
- -	348	1.40	487.20			- -
- -	150	1.90	285.00			- -
- -	72	2.50	180.00			- -
- -	150	7.00	1,050.00			- -
- -	135	1.60	216.00			- -
- -	100%	1,500.00	1,500.00			- -
536.30			$119,530.09			$194,903.09
	267	10.00	2,670.00	267	10.00	2,670.00
	- -	- -	18.03	- -	- -	58.02
39.99	- -	- -	- -	5,641.7	.40	2,256.68
336.00	- -	- -	- -	6,915	.02	138.30
194.00	- -	- -	- -	160	.75	120.00
75.60			- -			- -
617.40			- -			- -
446.40			- -			- -
945.00			- -			- -
201.50			- -			- -
529.22			- -			- -
,452.97			$122,218.12			$200,146.09
,452.97			$122,218.12			$238,671.09
- -			- -			$200,146.09
- -			- -			$38,525.00
Contract plus $19,753.64 Construction Engineering)						$28,092.71
- -			- -			$66,617.71

re	Surety Share
.09	$38,525.00
3.21	- -
-	19,753.64
- -	8,339.07
9.30	$66,617.71

...TMENT FOR JACK ROBINSON CONTRACTOR, INC. CONTRACT, CONTRACT NO. 4648

GRADING AND TOPPING OF UKIAH-FOREST BOUNDARY SECTION

OCTOBER 28, 1958

...d Amounts ...48 Amount	Payments Made to Jack Robinson Contractor, Inc. (Cont. No. 4648) Quantity	Unit Price	Amount	Payments Made to K. C. Dack Construction Co. (Cont. No. 5048) Quantity	Unit Price	Amount
$ 15,000.00	95%	$15,000.00	$ 14,250.00	100%	$11,250.00	$ 11,250.0
1,480.00	419	2.00	838.00	895.1	5.00	4,475.5
113,050.00	221,000	.35	77,350.00	87,705.6	.70	61,393.9
4,607.00	208,350	.01	2,083.50	151,381	.02	3,027.6
840.00	1,240	.30	372.00	2,107.8	.40	843.1
4,995.00	3.5	500.00	1,750.00	9.99	1,000,00	9,990.0
2,850.00	3,500	.15	525.00	14,600	.20	2,920.0
280.00	- -	7.00	- -	- -	- -	- -
14,400.00	50	40.00	2,000.00	- -	- -	- -
3 0.00	159	2.00	318.00	99	2.35	232.6
5,880.00	1,155	3.50	4,042.50	468	3.90	1,825.2
2,000.00	333	5.00	1,665.00	99	5.75	569.2
2,400.00	1 2	8.00	1,29 .00	141	9.50	1,339.5
700.00	40	2.00	80.00	- -	- -	- -
440.00	- -	10.00	- -	20	6.00	120.0
,000.00	99	.0.00	5,940.00	- -	- -	- -
1,960.00	13,840	.14	1,937.60	- -	- -	- -
45.00	- -	.50	- -	- -	- -	- -
13,200.00	15,929	.30	4,778.70	29,843.8	.50	14,921.9
,000.00	12,930	.12	1,551.60	23,381.1	.12	2,805.7
1,7 0.00	379.2	2.00	758.40	- -	- -	- -
- -			- -	78	1.25	97.5
- -			- -	348	1.40	487.2
- -			- -	150	1.90	285.0
- -			- -	72	2.50	180.0
- -			- -	150	7.00	1,050.0
- -			- -	135	1.60	216.0
- -			- -	100%	1,500.00	1,500.0
$198,847.00			$121,536.30			$119,530.7
- -				267	10.00	2,670.0
- -	- -	- -	39.99	- -	- -	18.0
- -	5,840	.40	2,336.00	- -	- -	- -
- -	9,700	.02	194.00	- -	- -	- -
- -	84	.90	75.60			- -
- -	294	2.10	617.40			- -
- -	144	3.10	446.40			- -
- -	150	2.30	3,945.00			- -
- -	310	.65	201.50			- -
- -			Cr. 1,[illegible].02			- -
$198,847.00			$11[illegible],452.97			$122,21[illegible]
- -			$11[illegible],452.97			$122,21[illegible]
- -			- -			- -

.00	2,000.00	333	5.00	1,665.00	458	3.90
8.00	2,400.00	152	8.00	1,296.00	99	5.75
2.00	700.00	40	2.00	80.00	141	9.50
10.00	440.00	- -	10.00	- -	- -	- -
0.00	5,000.00	99	20.00	- -	20	6.00
.14	1,960.00	13,840	.14	5,940.00	- -	- -
.50	45.00	- -	.50	1,937.60	- -	- -
.30	13,200.00	15,929	.30	- -	- -	- -
.12	5,000.00	12,930	.12	4,778.70	29,843.8	.50
2.00	1,780.00	379.2	2.00	1,551.60	23,381.1	.12
				758.40	- -	- -
	- -					
	- -			- -	78	1.25
	- -			- -	348	1.40
	- -			- -	150	1.90
	- -			- -	72	2.50
	- -			- -	150	7.00
	- -			- -	135	1.60
	$198,847.00			- -	100%	1,500.00
				$121,536.30		$11
	- -					
	- -				267	10.00
	- -	- -	- -	39.99	- -	- -
	- -	5,340	.40	2,336.00	- -	- -
	- -	9,700	.02	194.00	- -	- -
	- -	84	.90	75.60		
	- -	294	2.10	617.40		
	- -	144	3.10	446.40		
	- -	150	25.30	3,945.00		
	- -	310	.65	201.50		
	- -			Cr. 12,929.02		
	$198,847.00			$116,452.97		$122
	- -			$116,452.97		$122
	- -			- -		
	- -			- -		

($8,339.07 Preliminary Engineering for 2nd Contract plus $19,753.64 Construction Engineeri

- -

- -

S U M M A R Y

	Total Costs	State Share	Surety Share
Construction Costs:			
Paid to Jack Robinson	$116,452.97		
Paid to K. C. Dack	122,218.12		
Subtotal	$238,671.09	$200,146.09	$38,525.00
Engineering Costs:			
For Robinson Contract	30,523.21	30,523.21	- -
For Dack Contract	19,753.64	- -	19,753.64
Preliminary for Dack Contract	8,339.07	- -	8,339.07
Totals	$297,287.01	$230,669.30	$66,617.71

FINAL STATEMENT FOR JACK ROBINSON CONTRACTOR, INC. CONTRACT

GRADING AND TOPPING OF UKIAH-FOREST BOUNDARY

OCTOBER 28, 1958

	Unit	Contract Quantities and Amounts Contract No. 4648 Quantity	Unit Price	Amount	Payments Made to Jack Robi Contractor, Inc. (Cont. No. Quantity	Unit Price
	All	100%	$15,000.00	$ 15,000.00	95%	$15,000.00
Unclassified	Cu. Yd.	740	2.00	1,480.00	419	2.00
Unclassified	Cu. Yd.	323,000	.35	113,050.00	221,000	.35
	Yd. Sta.	460,700	.01	4,607.00	208,350	.01
	C-yd. Sta.	2,800	.30	840.00	1,240	.30
d Slopes	Mile	9.99	500.00	4,995.00	3.5	500.00
	Lin. Ft.	19,000	.15	2,850.00	3,500	.15
	Lin. Ft.	40	7.00	280.00	- -	7.00
etal Pipe	Lin. Ft.	360	40.00	14,400.00	50	40.00
Pipe, Uncoated	Lin. Ft.	480	2.00	960.00	159	2.00
e	Lin. Ft.	1,680	3.50	5,880.00	1,155	3.50
e	Lin. Ft.	400	5.00	2,000.00	333	5.00
e	Lin. Ft.	300	8.00	2,400.00	152	8.00
pe	Lin. Ft.	350	2.00	700.00	40	2.00
Drain Pipe, Unctd.	Lin. Ft.	44	10.00	440.00	- -	10.00
Drains	Cu. Yds.	100	30.00	3,000.00	99	30.00
	Cu. Yds.	14,000	.14	1,960.00	13,340	.14
	Lbs.	90	.50	45.00	- -	.50
Water Pipe	Lin. Ft.	44,000	.30	13,200.00	15,929	.30
ping	Cu. Yds.	50,000	.12	6,000.00	12,930	.12
ding	Yd. Mi.	880	2.00	1,760.00	379.2	2.00
	M-gal.					
				- -		
ncrete Pipe	Lin. Ft.			- -		
ncrete Pipe	Lin. Ft.			- -		
ncrete Pipe	Lin. Ft.			- -		
ncrete Pipe	Lin. Ft.			- -		
M.P., Uncoated	Lin. Ft.			- -		
rf. Metal Drain Pipe	Lin. Ft.			- -		
erts	All			$198,847.00		
ontract Items						
				- -	- -	- -
Ch. Ch.	Each			- -	- -	
hare				- -	5,840	.40
n	Cu. Yds.			- -	9,700	.02
	Yd. Sta.					
Perf. Pipe	Lin. Ft.					
nd:				- -	84	.90
Pipe	Lin. Ft.			- -	294	2.10
Pipe	Lin. Ft.			- -	144	3.10
Pipe	Lin. Ft.			- -	150	20.30
ed Metal Pipe	Lin. Ft.			- -	310	.05
d Metal Drain Pipe	Lin. Ft.					
				- -		
				$198,847.00		
				- -		
by the State:						
				- -		

[illegible]				[illegible]		
ipe	Lin. Ft.	400	5.00	2,000.00	1.2	8.00
ipe	Lin. Ft.	300	8.00	2,400.00	40	2.00
Dr in Pipe, Unctd.	Lin. Ft.	350	2.00	700.00	--	10.00
n Dr ins	Cu. Yd.	44	10.00	440.00	99	50.00
	Cu. Yds.	100	60.00	6,000.00	13,840	.14
t	Lbs.	14,000	.14	1,960.00	--	.50
ater Pipe	Lin. Ft.	90	.50	45.00	15,929	.30
topping	Cu. Yd.	44,000	.30	13,200.00	12,930	.12
opping	Yd. Lin.	50,000	.12	6,000.00	379.2	2.00
	Lin. Ft.	0	2.00	1,760.00		
oncrete Pipe	Lin. Ft.			--		
oncrete Pipe	Lin. Ft.			--		
oncrete Pipe	Lin. Ft.			--		
oncrete Pipe	Lin. Ft.			--		
.M.P., Uncoated	Lin. Ft.			--		
rf. Metal Drain Pipe	Lin. Ft.			--		
verts	All			$198,847.00		
Contract Items						
n Ch. Ch.	Each			--		
Share				--	--	--
on	Cu. Yds.			--	5,340	.40
	Yd. Sta.			--	9,700	.02
Perf. Pipe	Lin. Ft.					
and:				--	84	.90
Pipe	Lin. Ft.			--	294	2.10
Pipe	Lin. Ft.			--	144	3.10
Pipe	Lin. Ft.			--	150	20.30
ed Metal Pipe	Lin. Ft.			--	310	.65
d Metal Drain Pipe	Lin. Ft.			--		
				--		
				$198,847.00		
:				--		
s by the State:				--		
Construction:				--		
aimed by surety:					(8,339.07 Preliminary Engineeri	
aimed by surety:				--		
by Surety:						

S U M M A R Y

		Total Costs
Construction Costs:		
Paid to Jack Robinson		$116,452.97
Paid to K. C. Dack		122,218.12
	Subtotal	$238,671.09
Engineering Costs:		
For Robinson Contract		30,523.21
For Dack Contract		19,753.04
Preliminary for Dack Contract		8,339.07
	Totals	$297,287.01

STATE

County .

Highway

Section .

FINAL ST

Item No.	Item	Unit	Contract Quantities and Contract No. 46 Quantity	Unit Price
Main Contract Items:				
1.	Clearing and Grubbing	All	100%	$15,000.00
2.	Drainage Excavation, Unclassified	Cu. Yd.	740	2.00
3.	General Excavation, Unclassified	Cu. Yd.	323,000	.35
4.	Short Overhaul	Yd. Sta.	400,700	.01
5.	Long Overhaul	C-yd. Sta.	2,800	.30
6.	Finishing Roadbed and Slopes	Mile	9.99	500.00
7.	Rounding Cutbanks	Lin. Ft.	19,000	.15
8.	24-inch Corrugated Metal Pipe	Lin. Ft.	40	7.00
9.	78-inch Corr. Metal Pipe, Uncoated	Lin. Ft.	360	40.00
10.	12-inch Concrete Pipe	Lin. Ft.	480	2.00
11.	18-inch Concrete Pipe	Lin. Ft.	1,080	3.50
12.	24-inch Concrete Pipe	Lin. Ft.	400	5.00
13.	36-inch Concrete Pipe	Lin. Ft.	300	8.00
14.	6-inch Perf. Metal Drain Pipe, Unctd.	Lin. Ft.	250	2.00
15.	Special Backfill in Drains	Cu. Yds.	44	10.00
16.	Class "A" Concrete	Cu. Yds.	100	50.00
17.	Metal Reinforcement	Lbs.	14,000	.15
18.	1-inch Galvanized Water Pipe	Lin. Ft.	90	.50
19.	Selected Roadbed Topping	Cu. Yds.	44,000	.3
20.	Hauling Roadbed Topping	Yd. Mi.	50,000	.1
21.	Sprinkling	M-gal.	0	2.0
Additional Contract Items:				
	Install 12-inch Concrete Pipe	Lin. Ft.		
	Install 18-inch Concrete Pipe	Lin. Ft.		
	Install 24-inch Concrete Pipe	Lin. Ft.		
	Install 30-inch Concrete Pipe	Lin. Ft.		
	Install 78-inch C.M.P., Uncoated	Lin. Ft.		
	Install 6-inch Perf. Metal Drain Pipe	Lin. Ft.		
	Finishing Box Culverts	All		
	Subtotals, Contract Items			
Extra Work Items:				
P. A. 1.	Place Boulders in Ch. Ch.	Each		
EWO 1.	Flagging, State Share			
P. A. 1.	General Excavation	Cu. Yds.		
	Short Overhaul	Yd. Sta.		
P. A. 2.	Purch. Excess 6" Perf. Pipe	Lin. Ft.		
Advances for Materials on Hand:				
	12-inch Concrete Pipe	Lin. Ft.		
	18-inch Concrete Pipe	Lin. Ft.		
	24-inch Concrete Pipe	Lin. Ft.		
	78-inch Corrugated Metal Pipe	Lin. Ft.		
	6-inch Perforated Metal Drain Pipe	Lin. Ft.		
Retained Percentage:				
Grand Totals, Construction:				
Amounts Paid to Contractors by the State:				
Contract Value of Completed Construction:				

15.	Special Backfill [illegible]	Cu. Yds.	100	.5[illegible]
16.	Class "A" Concrete	Lbs.	14,000	.14
17.	Metal Reinforcement	Lin. Ft.	90	.50
18.	1-inch Galvanized Water Pipe	Cu. Yds.	44,000	.30
19.	Selected Roadbed Topping	Yd. Mi.	50,000	.12
20.	Hauling Roadbed Topping	M-gal.	800	2.00
21.	Sprinkling			

Additional Contract Items:

	Install 12-inch Concrete Pipe	Lin. Ft.
	Install 18-inch Concrete Pipe	Lin. Ft.
	Install 24-inch Concrete Pipe	Lin. Ft.
	Install 30-inch Concrete Pipe	Lin. Ft.
	Install 78-inch C.M.P., Uncoated	Lin. Ft.
	Install 6-inch Perf. Metal Drain Pipe	Lin. Ft.
	Finishing Box Culverts	All
	Subtotals, Contract Items	

Extra Work Items:

F. A. 1.	Place Boulders in Ch. Ch.	Each
EWO 1.	Flagging, State Share	
F. A. 1.	General Excavation	Cu. Yds.
	Short Overhaul	Yd. Sta.
F. A. 2.	Purch. Excess 6" Perf. Pipe	Lin. Ft.

Advances for Materials on Hand:

12-inch Concrete Pipe	Lin. Ft.
18-inch Concrete Pipe	Lin. Ft.
24-inch Concrete Pipe	Lin. Ft.
78-inch Corrugated Metal Pipe	Lin. Ft.
6-inch Perforated Metal Drain Pipe	Lin. Ft.

Retained Percentage:

Grand Totals, Construction:

Amount Paid to Contractors by the State:

Contract Value of Completed Construction:

Construction Cost to be Assumed by Surety:

Engineering Cost to be Assumed by Surety:

Total Cost to be Assumed by Surety:

Constr
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Engine
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FINAL ESTIMATE OF STATE'S OBLIGATION UNDER CONTRACT 5048

October 15, 1938

STATE OF OREGON, To ....., Dr.

County Umatilla — Postoffice address .....

Highway Ukiah-Hilgard — Work done to July 7, 1938 — Contract No. 5048

Section Ukiah-Forest Boundary — Prefix No. ..... — Estimate No. .....

ITEM	Unit	Unit Prices	Total Quantities To Date	Total Amount To Date	Previous Amount	Present Amount
1. Clearing and Grubbing	All	$ - -	1005	$ 15,000.00		
2. Drainage Excavation, Unclassified	Cu.Yd.	2.00	1,755.64	3,511.28		
3. General Excavation, Unclassified	Cu.Yd.	.35	327,013.8	114,454.83		
4. Short Overhaul	Yd.Sta.	.01	374,478	3,744.78		
5. Long Overhaul	Yd.Sta.	.30	3,916.9	1,175.07		
6. Finishing Roadbed & Slopes	Mile	500.00	9.99	4,995.00		
7. Excavating Ditches	Lin.Ft.	.15	17,373	2,606.25		
8. 24" Corrugated Metal Pipe	Lin.Ft.	7.00	- -	- -		
9. 30" Corrugated Metal Pipe, Uncost.	Lin.Ft.	40.00	200	8,000.00		
10. 12" Concrete Pipe	Lin.Ft.	2.00	276	552.00		
11. 18" Concrete Pipe	Lin.Ft.	3.50	1,960	6,860.00		
12. 24" Concrete Pipe	Lin.Ft.	5.00	636	3,180.00		
13. 30" Concrete Pipe	Lin.Ft.	8.00	405	3,240.00		
14. 6" Perf. Metal Drain Pipe, Uncost.	Lin.Ft.	2.00	200	400.00		
15. Special Backfill in Drains	Cu.Yd.	10.00	20	200.00		

I, ...

hereby certify that I am ..... (A ...

that I have knowledge of the within-descri...

and just; that the work was actually perfor...

is due me on this date from the State of Or...

.....

and that the same, or any part thereof, has ...

NOTE—This certificate must be executed by a member of the firm or corporation who has full knowledge of the within account.

Warrant No. R.....

STATE OF OREGON,

To ....., Dr.

County Umatilla — Postoffice address [illegible]

Highway Ukiah-Hilgard — Work done to July 7, 1958 — Contract No. [illegible] 5048

Section Ukiah-Forest Boundary — Prefix No. ..... — Estimate No. .....

ITEM	Unit	Unit Prices	Total Quantities To Date	Total Amount To Date	Previous Amount	Present Amount
1. Clearing and Grubbing	All	$ - -	1006	$ 15,000.00		
2. Drainage Excavation, Unclassified	Cu.Yd.	2.00	1,755.64	3,511.28		
3. General Excavation, Unclassified	Cu.Yd.	.35	327,093.8	114,482.83		
4. Short Overhaul	Yd.Sta	.01	374,678	3,744.78		
5. Long Overhaul	Yd.Sta	.30	3,916.9	1,175.07		
6. Finishing Roadbed & Slopes	Mile	500.00	9.99	4,995.00		
7. Rounding Cutbanks	Lin.Ft	.15	17,375	2,606.25		
8. 24" Corrugated Metal Pipe	Lin.Ft	7.00	- -	- -		
9. 30" Corrugated Metal Pipe, Uncost.	Lin.Ft	40.00	200	8,000.00		
10. 12" Concrete Pipe	Lin.Ft	2.00	276	552.00		
11. 18" Concrete Pipe	Lin.Ft.	3.50	1,960	6,860.00		
12. 24" Concrete Pipe	Lin.Ft.	5.00	636	3,180.00		
13. 36" Concrete Pipe	Lin.Ft.	8.00	405	3,240.00		
14. 6" Perf. Metal Drain Pipe, Uncost.	Lin.Ft.	2.00	200	400.00		
15. Special Backfill in Drains	Cu.Yd.	10.00	20	200.00		
16. Class "A" Concrete	Cu.Yd.	60.00	101.27	6,076.20		
17. Metal Reinforcement	Lbs.	.14	13,558.38	1,898.17		
18. 1" galvanized Water Pipe	Lin.Ft.	.50	- -	- -		
19. Selected Roadbed Topping	Cu.Yd.	.30	45,801.1	13,740.33		
20. Hauling Roadbed Topping	Yd.Mi.	.12	36,973.2	4,436.78		
21. Sprinkling	M-gal.	2.00	379.2	758.40		
Fal General Excavation	Cu.Yd.	.40	3,641.7	2,256.60		
Fal Short Overhaul	Yd.Sta	.02	6,915	138.30		
Fal Place Boulders in Channel Change	Each	10.00	267	2,670.00		
Fal Furnish and Place 6" Perf. Pipe	Lin.Ft.	.75	160	120.00		
Fence Removed				96.00		
		Totals		$220,146.09		
		% Retained				
		Total Payments				

Audited and approved by .....

Period covered .....

Items .....

Computed by ..... Checked by ..... To be paid contractors, this estimate, $.....

Engineer .....

COPY OF WORKING [redacted] FINAL PAYMENT TO K. C. [redacted] CONTRACT NO. 5068

October 6, 19 50

STATE OF OREGON,

To K. C. [redacted] CONSTRUCTION CO., Dr.

County Umatilla — Postoffice address Pendleton, Oregon

Highway Ukiah-Hilgard — Work done to July 7, 1950 — Contract No. 5068

Section Ukiah-Forest Boundary — Prefix No. 130-1063-301(41) — Estimate No. 11-Final

ITEM	Unit	Unit Prices	Total Quantities To Date	Total Amount To Date	Previous Amount	Present Amount
1. Clearing and Grubbing	All	$1250.00	100%	1,250.00	1,250.00	--
2. Drainage Excavation, Unclassified	Cu.Yd.	5.00	895.1	4,475.50	4,432.65	42.85
3. General Excavation, Unclassified	Cu.Yd.	.70	87,705.6	61,393.98	61,454.05	-60.13
4. Short Overhaul	M.S.Sta.	.02	151,301	3,027.42	3,204.10	-176.68
5. Long Overhaul	M.S.Sta.	.46	2,107.6	963.18	960.96	2.16
6. Finishing Roadbed and Slopes	Mile	1,000.00	9.99	9,990.00	9,990.00	--
7. Rounding Cutbanks	Lin.Ft.	.20	14,600	2,920.00	2,918.00	2.00
8. Furn. & Install 12" Conc. Pipe	Lin.Ft.	2.35	99	232.65	232.65	--
9. Furn. & Install 18" Conc. Pipe	Lin.Ft.	3.50	464	1,625.20	1,625.20	--
10. Furn. & Install 24" Conc. Pipe	Lin.Ft.	5.75	99	569.25	569.25	--
11. Furn. & Install 36" Conc. Pipe	Lin.Ft.	9.50	141	1,339.50	1,339.50	--
12. Install 12" Concrete Pipe	Lin.Ft.	1.25	78	97.50	97.50	--
13. Install 18" Concrete Pipe	Lin.Ft.	1.60	348	556.80	556.80	--
14. Install 24" Concrete Pipe	Lin.Ft.	1.90	150	285.00	285.00	--
15. Install 36" Concrete Pipe	Lin.Ft.	2.50	72	180.00	180.00	--
16. Install 72" Corr. Metal Pipe, Uncoated /	Lin.Ft.	7.00	150	1,050.00	1,050.00	--
17. Install 6" Perf. Metal Drain Pipe, Uncoated /	Lin.Ft.	1.35	160	216.00	216.00	--
18. Special Backfill in Drains	Cu.Yd.	6.00	20	120.00	120.00	--
19. Finishing Box Culverts	All	1,900.00	100%	1,900.00	1,900.00	--
20. Selected Roadbed Topping	Cu.Yd.	.50	29,843.8	14,921.90	14,921.90	--
21. Hauling Roadbed Topping	M.M.	.12	23,363.1	2,805.73	2,805.73	--
166. Place boulders in channel change	Each	10.00	267	2,670.00	2,670.00	--
Force Account				18.03	18.03	--
Totals						
% Retained				122,218.18	122,407.72	-189.68
Total Payments				--	3,678.23	3,678.23

Audited and approved by .....

Period covered to 9/7/50

Name .....

Section ..... Prefix No. ..... Estimate No. .....

ITEM	Unit	Unit Prices	Total Quantities To Date	Total Amount To Date	Previous Amount	Present Amount
1. Clearing and Grubbing	All	[illegible]	100%	11,250.00	11,250.00	--
2. Drainage Excavation, Unclassified	Cu.Yd.	5.00	895.1	4,475.50	4,432.65	42.85
3. General Excavation, Unclassified	Cu.Yd.	.70	87,705.6	61,393.98	61,454.05	-60.13
4. Short Overhaul	Sta.Yds.	.02	151,301	3,027.02	3,206.20	-179.18
5. Long Overhaul	Yd.-Sta.	.40	2,207.0	882.78	880.96	1.82
6. Finishing Roadbed and Slopes	Mile	3,000.00	3.99	11,970.00	11,970.00	--
7. Rounding Cutbanks	Lin.Ft.	.20	14,600	2,920.00	2,918.00	2.00
8. Furn. & Install 12" Conc. Pipe	Lin.Ft.	2.35	99	232.65	232.65	--
9. Furn. & Install 18" Conc. Pipe	Lin.Ft.	3.90	468	1,825.20	1,825.20	--
10. Furn. & Install 24" Conc. Pipe	Lin.Ft.	5.75	99	569.25	569.25	--
11. Furn. & Install 36" Conc. Pipe	Lin.Ft.	9.50	141	1,339.50	1,339.50	--
12. Install 12" Concrete Pipe	Lin.Ft.	1.25	78	97.50	97.50	--
13. Install 18" Concrete Pipe	Lin.Ft.	1.60	348	467.20	467.20	--
14. Install 24" Concrete Pipe	Lin.Ft.	1.90	150	285.00	285.00	--
15. Install 36" Concrete Pipe	Lin.Ft.	2.50	72	180.00	180.00	--
16. Install 72" Corr. Metal Pipe, Uncoated /	Lin.Ft.	7.00	150	1,050.00	1,050.00	--
17. Install 6" Perf. Metal Drain Pipe, Uncoated /	Lin.Ft.	1.35	160	216.00	216.00	--
18. Special Backfill in Drains	Cu.Yd.	6.00	20	120.00	120.00	--
19. Finishing Box Culverts	All	1,500.00	100%	1,500.00	1,500.00	--
21. Selected Roadbed Topping	Cu.Yd.	.30	29,243.8	14,921.90	14,921.90	--
22. Hauling Roadbed Topping	Yd.-Mi.	.12	25,368.1	3,105.73	3,105.73	--
24A. Place boulders in channel change	Each	10.00	267	2,670.00	2,670.00	--
Force Account				18.03	18.03	--
			Totals			
			% Retained	128,216.12	122,407.72	-189.60
			Total Payments	--	3,672.23	3,672.23

Audited and approved by .....

Period covered ..... to 7/7/38

Items ..... Cont. 3060 Nat. 11-Final

Computed by ..... Checked by .....

Engineer ..... H. Hicks / L. Mercer / John H. Walker

To be paid con[illegible] e 118,543.49 ..... 3,672.63

3,672.63

Previous Voucher No. .....

State Printing

COPY OF VOUCHER FOR LAST PAYMENT TO JACK ROBINSON CONTRACTOR, INC., CONTRACT 4648

January 14, 57

....., 19.....

STATE OF OREGON, JACK ROBINSON CONTRACTOR, INC., ASSIGNED TO: ST. PAUL INDEMNITY INSURANCE COMPANY

To ....., Dr.

County Umatilla — Postoffice address Hermiston, Oregon

Highway Ukiah - Dilgard — Work done to Jan. 5, 1957 — Contract No. 4648

Section Ukiah - Forest Boundary — Prefix No. 130-1051-201 (41) — Estimate No. 20

ITEM	Unit	Unit Prices	Total Quantities To Date	Total Amount To Date	Previous Amount	Present Amount
2. Clearing and grubbing	all	1,000.00	95%	14,250.00	14,250.00	-
2. Drainage excav., unclass.	c.y.	2.00	419	838.00	838.00	-
3. General excav., unclass.	c.y.	.35	221,000	77,350.00	77,350.00	-
4. Short overhaul	y.-sta.	.01	208,350	2,083.50	2,083.50	-
5. Long overhaul	C-yd.-sta.	.30	1,240	372.00	372.00	-
6. Finishing roadbed and slopes	mile	500.00	3.5	1,750.00	1,750.00	-
7. Removing culverts	l.f.	.15	3,500	525.00	525.00	-
9. 78" Conc. metal pipe, uncoated	l.f.	40.00	50	2,000.00	2,000.00	-
10. 12" Concrete pipe	l.f.	2.00	159	318.00	318.00	-
11. 18" Concrete pipe	l.f.	3.50	1,151	4,062.50	4,062.50	-
12. 24" Concrete pipe	l.f.	5.00	333	1,665.00	1,665.00	-
13. 30" Concrete pipe	l.f.	8.00	162	1,296.00	1,296.00	-
14. 6" perf.metal drain pipe, unstd.	l.f.	2.00	40	80.00	80.00	-
16. Class "A" Concrete	c.y.	60.00	99	5,940.00	5,940.00	-
17. Metal reinforcement	lb.	.14	13,860	1,937.40	1,937.40	-
18. Selected roadbed topping	c.y.	.30	15,939	4,778.70	4,778.70	-
19. Binding roadbed topping	yd.mi.	.12	12,930	1,551.60	1,551.60	-
22. Sprinkling	M/gal	2.00	379.2	758.40	758.40	-
P&M General excav.	c.y.	.40	5,840	2,336.00	-	2,336.00
P&M Short overhaul	yd.sta.	.02	9,700	194.00	-	194.00
MATERIALS ON HAND:						
12" Concrete pipe	l.f.	.90	84	75.60	75.60	-
18" Concrete pipe	l.f.	2.10	294	617.40	617.40	-
24" Concrete pipe	l.f.	3.30	144	475.20	475.20	-
78" Conc. Metal Pipe	l.f.	26.30	150	3,945.00	3,945.00	-
6" Perf. metal drain pipe	l.f.	.65	310	201.50	201.50	-
Payroll Account				39.99	-	39.99
			Totals	127,391.29	126,822.30	2,569.99
			10 % Retained	12,739.22	12,682.22	257.00

Audited and approved by .....

Period covered 12/5/56 - 1/5/57

1. Clearing and grubbing	all	1.0000.00	916	14,250.00	14,250.00	-
2. Drainage excav., unclass.	c.y.	2.00	419	838.00	838.00	-
3. General excav., unclass.	c.y.	.35	220,000	77,350.00	77,350.00	-
4. Short overhaul	y.-sta.	.01	206,350	2,063.50	2,063.50	-
5. Long overhaul	c-yd.-sta.	.30	1,260	378.00	378.00	-
6. Finishing roadbed and slopes	mile	500.00	3.5	1,750.00	1,750.00	-
7. Rounding cuttents	l.f.	.15	3,500	525.00	525.00	-
9. 78" Corr. metal pipe, uncoated	l.f.	40.00	50	2,000.00	2,000.00	-
10. 12" Concrete pipe	l.f.	2.00	159	318.00	318.00	-
11. 18" Concrete pipe	l.f.	3.50	1,155	4,042.50	4,042.50	-
12. 24" Concrete pipe	l.f.	5.00	333	1,665.00	1,665.00	-
13. 36" Concrete pipe	l.f.	8.00	168	1,296.00	1,296.00	-
14. 6" perf.metal drain pipe, uncoti.	l.f.	1.00	60	60.00	60.00	-
16. Class "A" Concrete	c.y.	60.00	99	5,940.00	5,940.00	-
17. Metal reinforcement	lb.	.14	13,660	1,937.60	1,937.60	-
19. Selected roadbed topping	c.y.	.30	15,939	4,770.70	4,770.70	-
20. Rolling roadbed topping	yd.mi.	.12	12,930	1,551.60	1,551.60	-
21. Sprinkling	M/gal	2.00	379.2	758.40	758.40	-
PAY: General excav.	c.y.	.40	5,840	2,336.00	-	2,336.00
PAY: Short overhaul	yd.-sta.	.02	9,700	194.00	-	194.00
MATERIAL ON HAND:						
12" Concrete pipe	l.f.	.90	84	75.60	75.60	-
18" Concrete pipe	l.f.	2.10	294	617.40	617.40	-
24" Concrete pipe	l.f.	3.30	144	475.20	475.20	-
78" Corr. Metal Pipe	l.f.	26.30	150	3,945.00	3,945.00	-
6" Perf. metal drain pipe	l.f.	.65	310	201.50	201.50	-
Force Account				39.99	-	39.99
Totals				129,393.19	126,881.20	2,509.99
10 % Retained				12,939.22	12,681.22	257.80
Total Payments				116,453.97	114,199.98	2,252.19
						2,252.19

Audited and approved by .....
12/3/36 - 1/3/37
Period covered .....
Cont. 4648 - Est. 20
Items .....

Computed by ..... Checked by .....

To be paid contractors, this estimate, $.....

Engineer .....

Previous Voucher No. .....

State Printing

RECEIVED
SEP 3 - 1958
FOR FILING

4644

Salem, Oregon
August 29, 1958

Mr. C. H. Maison
Auditor
Department

I am attaching a copy of a letter and summary made by Mr. Edwards that shows the rough arithmetic on the Ukiah-Forest Boundary Section in Umatilla County.

As you know, the original contractor, K. C. Dack, defaulted, and the bonding company asked us to readvertise the job, stating that it would pick up the tab for this based on Dack's original contract price. Will you please have the costs involved audited and prepare a statement which we may transmit to the bonding company requesting payment, so that this matter may be closed.

Forrest Cooper
Deputy State Highway Engineer

FC:ms

Encl.

FORM E-20 SOM 8-57—6663

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

August 27th, 1958

SUBJECT:

To: Mr. Forrest Cooper
Deputy State Highway Engineer
O f f i c e

The Ukiah-Forest Boundary contract, on which Jack Robinson defaulted, has now been completed. Attached is the arithmetic as shown by the semi-final.

Tom Edwards
Construction Engineer

TE:AR
Enc.

RECEIVED
FORREST COOPER

FORM E-80 DOM 8-57—0683

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

August 27th, 1958

SUBJECT:

To: Mr. Forrest Cooper
Deputy State Highway Engineer
O f f i c e

The Ukiah-Forest Boundary contract, on which Jack Robinson defaulted, has now been completed. Attached is the arithmetic as shown by the semi-final.

Tom Edwards
Construction Engineer

TE:AR
Enc.

RECEIVED
FORREST COOPER

UKIAH - FOREST BOUNDARY

CONTRACT NO. 4648 — Jack Robinson

	Project Authorization	Semi-Final		
Bid Items	$ 198,847.00	$ 131,910.91	-	$ 66,936.09
Anticipated Items	9,600.00	164.99	-	9,435.01
Contingencies	9,380.12	2,375.53	-	7,004.59
Engineering	16,675.76	30,345.44	+	13,669.68
TOTAL	$ 234,502.88	$ 164,796.87		- $ 69,706.01

CONTRACT NO. 5048 — K. C. Dack

	Project Authorization	Semi-Final		
Bid Items	$119,199.50	$ 119,719.69	+	$ 520.19
Anticipated Items	17,300.00	1,683.39	-	15,616.61
Contingencies	6,142.48	2,670.00	-	3,472.48
Engineering	10,919.96	16,238.73	+	5,318.77
TOTAL	$ 153,561.94	$ 140,311.81		- $ 13,250.13

Original estimated total cost	-	$234,502.88
Final Cost	-	$305,108.68

Form E-1—1024—12-56

A-57(5)

OREGON STATE HIGHWAY DEPARTMENT

Field Engineer's Weekly Report

FOR CONSTRUCTION PROJECTS ONLY

REPORT ON THE SEMI-FINAL COMBINATION WORK OF ROBINSON & DACK

For Week Ending August 22, 19 58

Section Ukiah-Forest Boundary

Kind of work Grading & Topping

Highway Ukiah-Hilgard County Umatilla

Section prefix 130-1051

Contractor Jack Robinson, Inc.

Contract number 4648

Date of contract March 9, 19 56

Date of completion August 31, 1956

Date work started March 12, 19 56

Est. Date of completion Not completed-Contract reawarded

Project authorization . . . . . $ 234,502.88

Exclusive of engineering . . . . $ 217,827.12

Per cent of time elapsed Over time limit %

Estimated cost of completed project, exclusive of engineering . . . . . $ 202,844.71

Estimated per cent underrun . . . . . 6.9 %

Per cent of contract completed, based on total contract price . . . . . 100 %

Engineering authorization . . . . $ 16,675.76

Engineering cost to date $ 43,116.50, 258.6 %

Date project was completed July 7, 1958 by Dack, 19

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

The semi-final estimate of the combination of the work on this project by Robinson and Dack was completed and sent to the La Grande Division Office on Wednesday of this week.

CONSTRUCTION DIVISION
RECEIVED
AUG 25 1958

NOTED-- CE ACE COE

Noted
M. N. Juve

NOTED
C. E. PAULSEN

Signed [signature] Resident Engineer

Address Pendleton, Oregon

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

State Printing 134

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project	9.99	9.99			
Miles partially completed					
Miles completed	9.99	9.99			
Total estimated quantities (contract)	323,000 CY	44,000 CY			
Total quantities corrected to date	327,390.3 CY	45,794 CY			
Estimated quantities moved or placed to date	327,390.3 CY	45,794 CY			
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day					
Hours per shift					
Average force on project for week					
Men					
Supervision					
Men and trucks under 3 tons					
Men and trucks over 3 tons					
Men and tractors					

Equipment used during week: Shovels ....., Power graders ....., Rollers ....., Mixers ....., Crushing or screening plants .....

Compressors ....., Bulldozers ....., Compaction rollers ....., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday			
Monday	Fair		
Tuesday	Fair		
Wednesday	Fair		
Thursday	Fair		
Friday	Fair		
Saturday			

RECEIVED
MAY 29 1958
FOR FILING
S-37(5)
464

May 28, 1958

Mr. Clarence D. Porter
920 Failing Building
Portland 4, Oregon

Dear Sir:

Reference is made to your letter of May 23, 1958, regarding Contract No. 4648, Ukiah-Forest Boundary Section in Umatilla County, Jack Robinson, Contractor.

We are enclosing a copy of the last estimate payment to K. C. Dack Construction Co. on Contract No. 5048, for completing Robinson's contract. This estimate payment covers work to April 5, 1958.

Our engineer's estimated date of completion, Contract No. 5048, is July 31, 1958. Acceptance of the contract is dependent upon other factors, such as equipment removal and clean-up of site by contractor. If the schedule is maintained acceptance should be possible at the Highway Commission meeting in September. The date of the meeting has not been set.

Very truly yours,

W. C. Williams
State Highway Engineer

By

S. H. Probert
Office Engineer

Encl.
DBP:cr

CLARENCE D. PORTER
CLAIMS ADJUSTER
920 FAILING BUILDING
PORTLAND 4, OREGON
CA 3-2746

FIDELITY - SURETY - BURGULARY
CLAIMS EXCLUSIVELY

BONDING INVESTIGATIONS

May 23rd, 1958

State Highway Commission
State Highway Building
Salem, Oregon

Gentlemen:

Attn - Mr. Probert

Re - State Highway Contract 4648
Ukiah-Starkey Highway

You may recall that the above contract was originally awarded to Jack Robinson Contractor, Inc., and in the Spring of 1957 Jack Robinson Contractor, Inc. was defaulted, and at the request of my client, the St. Paul Fire and Marine Insurance Company, the State Highway Commission opened bids, and the completion of that contract was awarded to the K. C. Dack Construction Company, of Pendleton, Oregon. I understand that the contract is just about completed, and in order that I can have the essential information necessary for my file I would appreciate your sending me a copy of the last estimate which was made up to the K. C. Dack Construction Company. I would also like to have information as to when you think the contract will be finally completed and accepted by your department.

Your cooperation in this respect will be greatly appreciated.

Yours very truly,

Clarence D. Porter

CDP:DP

RECEIVED
MAY 23 1958
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
MAY 14 1958
FOR FILING

1 57 (3)
4648

May 13, 1958

Mr. Charles E. Boardman
Attorney at Law
83 Oregon Avenue
Bend, Oregon

Dear Sir:

On March 9, 1956, Jack Robinson Contractor, Inc., was awarded our Contract No. 4648 for grading and topping the Ukiah-Forest Boundary Section of the Ukiah-Hilgard Highway in Umatilla County. Saint Paul-Mercury Indemnity Co., Lumbermens Insurance Agency, 118 Oregon Avenue, Bend, who furnished the performance bond for this contract, took over the contract for completion. On September 28, 1956, Mr. Robinson signed a letter authorizing all payments to be made to the surety.

On September 12, 1957, the remainder of the old contract was awarded to K. C. Dack Construction Co., Box 642, Pendleton. The contract has not yet been completed.

We have no record in our files of any other contract in this vicinity held by Jack Robinson.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

FAQ:fp

CHARLES E. BOARDMAN
ATTORNEY AT LAW
83 OREGON AVENUE
BEND, OREGON

May 7, 1953

State Highway Commission
Salem, Oregon

Gentlemen

Owens Friend Lines has e filed notice with the Secretary of State of a claim against the St. Paul Mercury Ins. Co. of Minn., bondsman upon the contract of Jack Robinson Contractor, Inc., road builder in the vicinity of Ukia on two contracts with you.

Could you give me the date of acceptance of completion of the two jobs as we want to file our action agai st the bonding company.

Very truly

Charles E. Boardman

RECEIVED
MAY 8 1953
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
APR 25 1958
FOR FILING

J 57 (5)
4648

Motor card filed

April 24, 1958

Hon. Mark O. Hatfield
Secretary of State
Salem, Oregon

Dear Sir:

Thank you for your letter of April 18 which had attached to it three copies of a claim in the sum of $760.14 plus 6% interest, filed with your office by Owens Freight Lines, Prineville, for labor performed and furnished to Jack Robinson Contractor, Inc., Bend, on our Contract No. 4648, your File No. 3605.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

FAQ:fp

NOTED ON CARD

STATE OF OREGON
DEPARTMENT OF STATE
SALEM, OREGON

MARK O. HATFIELD
SECRETARY OF STATE

April 18, 1958

Mr. H. B. Glaisyer, Secretary
Oregon State Highway Commission
Salem, Oregon

Dear Mr. Glaisyer:

We have received and filed as of today a notice of claim by Owens Freight Lines in the sum of $760.14 plus 6% interest, against the bond taken from Jack Robinson Contractor, Inc., principal, and St. Paul Mercury Ins. Co. surety, for the work of road building under contract to the State of Oregon near Okia, Oregon, our file No. 3605.

We are enclosing three copies of the claim for your information and files.

Kindly acknowledge receipt of same for our records.

Sincerely,

MARK O. HATFIELD
Secretary of State

By Geo A Stephens

Clerk
Records Division

GS:m
Enc.

RECEIVED
APR 21 1958
BY SECRETARY

usual letter

RECEIVED
APR 25 1958
FOR FILING

S-57(5)

4/6-1F

Add on card
files

April 24, 1958

St. Paul-Mercury Indemnity Co.
Northwest Branch Office
Mills Building
San Francisco 4, California

Gentlemen:

Attached is a copy of a claim in the amount of $768.14 plus 6 per cent interest thereon, which has been filed with the Secretary of State by Owens Freight Lines, Prineville, for labor performed and furnished to Jack Robinson Contractor, Inc., Bend, on our Contract No. 4648 for grading and topping the Ukiah-Forest Boundary Section of the Ukiah-Hilgard Highway in Umatilla County.

We provide this information as your Company appears as surety on the performance bond furnished with this contract.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

Enc.

CC:
Lumbermens Insurance Agency
118 Oregon Ave.
Bend, Oregon

Jack Robinson Contractor, Inc.
118 E. Thurston St.
Bend, Oregon

Commissioners
Mr. W. C. Williams
Mr. Forrest Cooper

FAQ:fp

NOTED ON CARD

Prineville, Oregon
April 17, 1958

To the State of Oregon:

Notice hereby is given that the undersigned, Owens Freight Lines, a partnership composed of Marion Owens, Lucille Owens and Robert Owens, of Prineville, Oregon, has a claim for labor performed and furnished by the undersigned consisting in the hauling of machinery in order to enable the prosecution of work, all in the amount reasonable sum of $7[illegible].14 and 6% interest thereon, which is now claimed against the bond taken from Jack Robinson Contractor, Inc. and St. Paul Mercury Ins. Co., principal and surety respectively upon the bond for the work of road building under contract to the State of Oregon near Okla, Oregon.

Owens Freight Lines

by Marion Owens
Partner

File No 3605

FILED
APR 18 1958
MARK O. HATFIELD
SECRETARY OF STATE

RECEIVED
APR 18 1958
MARK O. HATFIELD
SECRETARY OF STATE

RECEIVED
APR 17 1958
FOR FILING

ORF

file

JAMES F. BODIE
ATTORNEY-AT-LAW
P. O. BOX 356
PRINEVILLE, OREGON
PHONE 7083

April 16, 1958

444

Contract 4648

St. Paul Mercury Insurance Co.
231 S. E. 12th Avenue
Portland, Oregon

Re: Owens Freight Lines vs.
Jack Robinson Contractor, Inc.
and Howard Cooper Corp.

Gentlemen:

I am writing you in connection with the surety bond for the State road job at Ukiah, Oregon, on which you bonded under the statutory bond, Robinson Contractors, Inc. We will endeavor to obtain further information as to any statutory notice requirement, but we wish now to call to your attention that at this time we do have a claim under this bond.

This claim is for equipment transported by Owens Freight Lines for the Jack Robinson Contractors, Inc. to Ukiah, Oregon, for use on this job.

The suit was filed by Owens Freight Lines against Jack Robinson Contractors, Inc. and Howard Cooper Corporation; however, it developed at this trial that Mr. Robinson, acting for his corporation, went to Owens Freight Lines and asked them to haul the equipment to Ukiah for use on this job, but that Howard Cooper Corporation would not pay for the hauling. Jack Robinson appeared to have been mistaken in this connection and an involuntary nonsuit was awarded in favor of the defendant, Howard Cooper Corporation, since Mr. Robinson did not have authority to order the job on behalf of the Howard Cooper Corporation and it further developed that there was no authority for the salesman of Howard Cooper Corporation to authorize this job.

NOTED
H. B. GLAISYER

We will say that Mr. Robinson acted in good faith in this in that the salesman for Howard Cooper Corporation was present at the time the job was ordered and it was Mr. Robinson's understanding that Howard Cooper Corporation had authorized the salesman to make the committment for this hauling job.

It was attempted diligently to hold the Howard Cooper Corporation in as a party defendant; due to the failure to prove any authority on behalf of the salesman representing Howard Cooper, we were unable to obtain a judgment against Howard Cooper. Judgment was entered against Jack Robinson for the sum of $760.14 with interest and costs. Again, I wish to make it clear that we feel that Mr. Jack Robinson acted in good faith and that he was innocent as to the authority of the salesman for Howard Cooper; however, the services were performed for Jack Robinson Contractors and he obtained the benefit for this and we feel that Owen Freight Lines should be

RECEIVED
FOR FILING

ORF

file

JAMES F. BODIE
ATTORNEY-AT-LAW
P. O. BOX 356
PRINEVILLE, OREGON
PHONE 7083

April 16, 1958

447

Contract 4648

St. Paul Mercury Insurance Co.
231 S. E. 12th Avenue
Portland, Oregon

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NOTED
H. B. GLAISYER

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JAMES F. BODIE
ATTORNEY-AT-LAW
P. O. BOX 888
PRINEVILLE, OREGON
PHONE 7083

paid. We respectfully request that you pay this account at this time.

Very truly yours,

James F. Bodie

James F. Bodie

mm

cc: Mr. Clarence Porter
1027 Failing Building
Portland, Oregon

State Highway Commission
Salem, Oregon

Mr. Richard Hickok
Attorney at Law
1044 Bond Street
Bend, Oregon

Mr. Charles Boardman
Attorney at Law
83 Oregon Avenue
Bend, Oregon

Form E-1—1086—7-57

OREGON STATE HIGHWAY DEPARTMENT

Field Engineer's Weekly Report

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending March 21, 19 58

Section Ukiah-Forest Boundary

Kind of work Grading & Topping

Highway Ukiah-Hilgard County Umatilla

Section prefix 130-1051

Contractor Jack Robinson Inc.

Contract number 4648

Date of contract March 9, 19 56

Date of completion August 31, 1956

Date work started March 12, 19 56

Estimated date of completion Contract reawarded

Project authorization . . . . . $ 234,502.88
Exclusive of engineering . . . . $ 217,827.12

Per cent of time elapsed Over time limit %

Estimated cost of completed project, exclusive of engineering . . . . . $ 134,503.60

Estimated per cent overrun or underrun . . . . . —%

Per cent of contract completed, based on total contract price . . . . . 67.6 %

Engineering authorization . . . . $ 16,675.76

Engineering cost to date $ 26,208.66, 157.2 %

Date project was completed Never completed, 19

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

We have started office work of finaling out the entire project which will be all work completed by both Robinson and Dack.

Work to date on this has consisted of recopying the cross-section roadbed notes, using Robinson's original ground line and Dack's remeasure line to determine total quantities from which a theoretical mass diagram can be made. This will determine the quantities as well as haul, as if Robinson had completed the project.

This work is being checked very carefully so as to avoid any errors or omissions. Costs of this work is being charged against the original Robinson Contract.

CONSTRUCTION DIVISION
RECEIVED
MAR 24 1958
NOTED-- CE W ROE COL

Noted
A. N. Juve

Signed [signature] Resident Engineer

Address Pendleton, Oregon

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

State Printing 8146

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project	9.99	9.99			
Miles partially completed	9.99	3.5			
Miles completed	0	0			
Total estimated quantities (contract)	323,000 CY	44,000 CY			
Total quantities corrected to date	323,000 CY	44,000 CY			
Estimated quantities moved or placed to date	243,626 CY	15,950 CY			
Average daily quantities					
Average daily quantities necessary to complete project on time	Contract reawarded				
Number shifts per day					
Hours per shift					
Average force on project for week					
Men					
Supervision					
Men and trucks under 3 tons					
Men and trucks over 3 tons					
Men and tractors					

Equipment used during week: Shovels ....., Power graders ....., Rollers ....., Mixers ....., Crushing or screening plants .....

Compressors ....., Bulldozers ....., Compaction rollers ....., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday			
Monday	Cloudy-showers		
Tuesday	Pt. cloudy		
Wednesday	Pt. cloudy		
Thursday	Cloudy-rain PM		
Friday	Rain		
Saturday			

RECEIVED
DEC 12 1957
FOR FILING
8-57(5)
4648

December 11, 1957

Mr. Donald H. Joyce
Attorney at Law
Lumbermens Building
Portland 4, Oregon

Dear Mr. Joyce:

As requested in your letter of December 9, 1957 I hand you herewith a certified copy of State Highway Contract No. 4648, awarded by the State Highway Commission to Jack Robinson Contractor, Inc., for grading and topping the Ukiah-Forest Boundary Section of the Ukiah-Hilgard Highway, Umatilla County, Oregon.

A photo copy of the performance bond that was furnished by the contractor in this instance is attached to the contract and is a part of the contract as executed.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

HBG:jmc

Encl.

RECEIVED
DEC 12 1957
FOR FILING
4648

December 11, 1957

Mr. Donald H. Joyce
Attorney at Law
Lumbermens Building
Portland 4, Oregon

Dear Mr. Joyce:

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A photo copy of the performance bond that was furnished by the contractor in this instance is attached to the contract and is a part of the contract as executed.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

HBG:jmc

Encl.

DONALD H. JOYCE
ATTORNEY AT LAW
LUMBERMENS BUILDING
PORTLAND 4, OREGON
CAPITOL 7-2591

Dec.9,1957

Oregon State Highway Commission
Salem, Oregon

Gentlemen:

Enclosed herewith you will find the Affidavit of Mr. H.A.Lehman, Vice-President of Howard Cooper Corporation, in compliance with the provisions of the State of Oregon Public Contracts Act, for which I ask that you furnish this office, as attorney for the claimant, a certified copy of the Oregon State Highway contract #4648 with Jack Robinson Contractor, Inc. for work on the Ukiah-Hilgard Highway in Umatilla County, Oregon, together with certified copies of bonds furnished for payments and performance.

Very truly yours,

Donald H.Joyce

DHJ:MJ

REFERRED TO
Mrs Middleton
BY SECRETARY

Please give me a certified copy of contract #4648
#B5

ANSWERED
H. B. GLAISYER

RECEIVED
DEC 10 1957
OREGON
STATE HIGHWAY COMMISSION

UNITED STATES OF AMERICA)
)
STATE OF OREGON) ss.
)
COUNTY OF MULTNOMAH)

I, H. A. LEHMAN, being first duly sworn, do depose and say:

That I am the Vice-President of HOWARD COOPER CORPORATION, an Oregon corporation, and I know of my own knowledge that the HOWARD COOPER CORPORATION furnished labor and materials for the prosecution of the work performed by Jack Robinson Contractor, Inc. on the Ukiah-Hilgard Highway in Umatilla County, Oregon, being State Highway Contract 4648,

That notwithstanding a certain assignment given by the said Jack Robinson Contractor, Inc. of funds due from the State of Oregon, the claim of Howard-Cooper Corporation for said work and materials remains unpaid.

That I make this affidavit to comply with the statutes in such cases made and provided to obtain a certified copy of the said contract and the contractor's bond.

H. A. Lehman - Vice President of
Howard Cooper Corporation

Subscribed and sworn to before me this 8th day of November, 1957.

Frances Benton
Notary Public for Oregon
My commission expires:

My Commission Expires June 10, 1960

RECEIVED
NOV 15 1957
FOR FILING
(7-6)
ADDRESS REPLY TO
FOREST SUPERVISOR
AND REFER TO
E 4648
ROADS & TRAILS - Umatilla
Camas Creek Road

UNITED STATES DEPARTMENT OF AGRICULTURE
FOREST SERVICE
UMATILLA NATIONAL FOREST

File

PENDLETON, OREGON

November 13, 1957

State of Oregon
Oregon State Highway Dept.
Salem, Oregon

Gentlemen:

Reference is made to the cooperative agreement between the State of Oregon and the Forest Service for reconstruction of the Forest Service telephone line on the Ukiah-Hilgard Highway, Contract #4648.

Enclosed is an itemized statement for the period July 1, 1956 to June 30, 1957 of the expense incurred in moving or relocating Forest Service telephone line as a result of the new construction of the Ukiah-Hilgard Highway by the Oregon State Highway Commission.

Very truly yours,

C. M. RECTOR
Forest Supervisor

Enclosure

Approved as per Misc. C. & A. No. 1720.
Invoice forwarded to C. H. Maison.

RECEIVED
OCT 22 1957
FOR FILING

4648

518

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

La Grande, Oregon
September 24, 1957

SUBJECT: Ukiah-Forest Boundary Section
Ukiah-Hilgard Highway
Contract No. 4648

To:

Mr. Tom Edwards
Construction Engineer
Salem

Please refer to your letter of September 18, 1957, in regard to Mr. Clarence D. Porter's questions on quantities, Ukiah-Forest Boundary Section, Contract No. 4648.

Mr. Walker, Resident Engineer on the project has carefully reviewed this whole job and has made a report on each of the items in the contract, explaining the discrepancies between the quantities of each item in the original contract and the subsequent contract.

Mr. Walker's report seems to be logical and complete. We are submitting a copy to you, as written, without further comment.

A. F. Parson
Division Engineer

C. D. Cannon
Office Engineer

CDC:js

cc Forrest Cooper
J. H. Walker

RECEIVED
SEP 2[illegible] 1957
OREGON
STATE HIGHWAY COMMISSION
NOTED
FORREST COOPER

September 19, 1957

Mr. Clarence D. Porter
Claims Adjuster
970 Failing Building
Portland 4, Oregon

Dear Sir:

Receipt is acknowledged of your letter of September 13, regarding the checking of quantities between the original and the new contract on the Ukiah-Forest Boundary Section. All data pertaining to this job is now in the hands of the resident engineer, and we have today requested that he furnish us with a complete report in order that we may answer your questions. Upon receipt of the information from the field, I will immediately advise you of our findings.

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

cc Mr. Tom Edwards

EAP:eb hi

FORM E-302—8CM—11-55—50225

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
September 18, 1957

SUBJECT:

To: Mr. A. F. Parson
Division Engineer
State Highway Department
La Grande, Oregon

Herewith copy of a letter from Clarence D. Porter, Claims Adjuster for the bonding company, on the Ukiah-Forest Boundary Contract No. 4648. He mentions several items on which there is considerable discrepancy between the original contract and the new contract.

Since all data is in Mr. Walker's office, we are unable to answer Mr. Porter's questions. Will you please have Mr. Walker immediately give us a complete report on all items set forth in Mr. Porter's letter. We wish this report at the earliest possible moment.

Tom Edwards
Construction Engineer

TE:ob

Encl.

cc to: Forrest Cooper
J. H. Walker

RECEIVED
SEP 19 1957
OFFICE OF
STATE HIGHWAY ENGINEER

ASSIGNMENT

Date: Sept. 17, 1957 No. 518 By PC

Description: Letter of Sept. 13 by Clarence Porter regarding Jack Robinson Contract No. 4648. He asks that quantities be checked.

Acknowledged by____ Referred to Edwards

__Investigate and report with recommendation
__Such action as necessary and report
__Comment or recommendation
XXX Return with rough draft of reply
__Prepare reply for signature of Mr._____
__Contact correspondent and report

Remarks:

PLEASE RETURN TO
FORREST COOPER

Executed 9-30-57 Report Received 9-19-57

E D. PORTER
S ADJUSTER
LING BUILDING
ND 4, OREGON

BONDING INVESTIGATIONS

ber 13, 1957

ay Engineer,

PLEASE RETURN TO
FORREST COOPER

it fully understood that only such
e original Jack Robinson Contract #4648
ontract, I would appreciate your
in the schedule of items in the
recent bidding. You may recall you
general excavation yardage. By
ny Walker, Resident Engineer, I find he
unfinished 321 cubic yards of drainage
1957, shows 840 cubic yards. The
hows 740 cubic yards. Item 5 - Long
800 cu yds stas; August 30th specs has
completed estimate was only 1560 cu yds.
miles finishing roadbed and slopes
49 miles. Item 7 shows 18000 lin. feet
ort uncompleted estimates 15,500 lin.
feet to do. Items 21, Topping, and Item 22, Hauling Topping, seem to be in step. Item 23, original contract shows 880 M gals; estimate uncompleted 500.8 M Gallons, and August 20th specs show 800 M gallons.

I direct all these discrepancies to your attention now for the reason that if the remeasurement showed the original quantities were wrong, or if proper allowance has not been allowed for work previously performed, or if quantities have been increased in the new specifications not included in the original, that we ought to be certain that we know definitely where we all stand in the matter. You were good enough to check into the matter of Item 5, but now there seems to be some conflict in others, maybe the Resident Engineer and your Department might go into a huddle soon and agree fully on the unfinished work Jack Robinson was liable for, and we are liable for in our agreement with you.

I certainly appreciate your cooperation in this matter, and I also know the Commission only wants to hold us responsible for the actual unfinished work Robinson was obligated to perform.

Kind regards.

Sincerely yours,

Clarence D. Porter
jk

Clarence D. Porter.

CDP:jk

CLARENCE D. PORTER
CLAIMS ADJUSTER
920 FAILING BUILDING
PORTLAND 4, OREGON

FIDELITY - SURETY - BURGULARY
CLAIMS EXCLUSIVELY

BONDING INVESTIGATIONS

September 13, 1957

PLEASE RETURN TO
FORREST COOPER

Mr. Forrest Cooper, Deputy State Highway Engineer,
Oregon State Highway Commission
Salem, Oregon

Dear Forrest:

Inasmuch as you and I had it fully understood that only such uncompleted work that existed under the original Jack Robinson Contract #4648 would be charged to us under the new contract, I would appreciate your double checking the quantities set out in the schedule of items in the specifications recently set up for the recent bidding. You may recall you called my attention to a change in the general excavation yardage. By referring to a previous report of Johnny Walker, Resident Engineer, I find he estimated that under Item 2, there was unfinished 321 cubic yards of drainage excavation. The letting on August 30, 1957, shows 840 cubic yards. The original contract of March 1956 only shows 740 cubic yards. Item 5 - Long overhaul, original contract has only 2800 cu yds stas; August 30th specs has 6100 cu yds, and previous report on uncompleted estimate was only 1560 cu yds. Item 6 in August 30th specs shows 9.99 miles finishing roadbed and slopes while estimate Dec. 1956 shows only 6.49 miles. Item 7 shows 18000 lin. feet on rounding cutbanks, and previous report uncompleted estimates 15,500 lin. feet to do. Items 21, Topping, and Item 22, Hauling Topping, seem to be in step. Item 23, original contract shows 880 M gals; estimate uncompleted 500.8 M Gallons, and August 20th specs show 800 M gallons.

I direct all these discrepancies to your attention now for the reason that if the remeasurement showed the original quantities were wrong, or if proper allowance has not been allowed for work previously performed, or if quantities have been increased in the new specifications not included in the original, that we ought to be certain that we know definitely where we all stand in the matter. You were good enough to check into the matter of Item 5, but now there seems to be some conflict in others, maybe the Resident Engineer and your Department might go into a huddle soon and agree fully on the unfinished work Jack Robinson was liable for, and we are liable for in our agreement with you.

I certainly appreciate your cooperation in this matter, and I also know the Commission only wants to hold us responsible for the actual unfinished work Robinson was obligated to perform.

Kind regards.

Sincerely yours,

Clarence D. Porter
jk

Clarence D. Porter.

CDP:jk

RECEIVED
OCT 22 1957
FOR FILING

4645

August 26, 1957

Mr. Clarence B. Porter
Claims Adjuster
920 Failing Building
Portland 4, Oregon

Dear Mr. Porter:

Reference is made to your letter of August 15 requesting a statement of the amount earned by Jack Robinson for work done on the Ukiah-Forest Boundary Project, Contract No. 4645.

Remeasurement of the work in its uncompleted state has been made, and a statement of the quantities of work as roughed in by Mr. Robinson is enclosed herewith. These quantities do not, however, afford an accurate basis from which to determine the amount earned by Mr. Robinson, as Mr. Robinson did only the roughing-in and, in some cases, only the portions of the work which could be done most cheaply, leaving the more expensive portions of the work to be done by the second contractor. Determination of the amount earned by Mr. Robinson can be made only on an appraisal basis, and, as no such determination is needed in the calculation of the respective obligations of the State and the Surety, we see no reason for attempting it.

The State's obligation in connection with the contract work can be determined by measuring the quantities in the completed project and extending them at the prices bid by Mr. Robinson. How much or how little of the work was done by Mr. Robinson is not a consideration and does not need to be known.

The obligation of the Surety to the State in connection with the contract work is simply the difference between the obligation of the State, determined as described above, and the total amount the State will have paid out for the contract work. The amount the State will have paid out for the contract work will be the $116,452.97 that the State has already paid to Mr. Robinson and his Surety, plus the amount the State will have paid to the contractor by whom the work is carried to completion. There again, how much or how little of the work was done by Mr. Robinson is not a consideration and need not be known.

The Surety's obligations to the State with regard to engineering costs, time limit overruns, extra maintenance, et cetera, will be additional to the above, of course, and will be determined by other means.

For such information as it may be to you, we are enclosing a copy of the last partial payment voucher issued to Mr. Robinson. On this voucher you will find itemized the $116,452.97 which has been paid to Mr. Robinson and/or his Surety. The amount of the last of the payments included in this total was $2,312.97. Warrant in that amount was mailed to the Portland office of your Company on January 28, 1957.

In case you find that the explanation made in the foregoing paragraphs needs clarification, we will be glad to discuss the matter further.

Very truly yours,

Forrest Cooper
Deputy State Highway Engineer

SHP: FC:ms

cc Mr. W. C. Williams
Mr. Tom Edwards
Mr. S. H. Probert
Mr. Leonard Linden
Mr. A. F. Farwon

QUANTITIES OF WORK AS NOTICED IN BY JACK ROBINSON

UKIAH-FORT BRAGG 1 PROJECT, CONTRACT NO. 4648

August 23, 1957

Item No.	Item	Unit	Quantity
Contract Items:			
1.	Clearing and Grubbing	Lump Sum	95%
2.	Drainage Excavation, Unclassified	cu. yd.	836.57
3.	General Excavation, Unclassified	cu. yd.	243,626.1
4.	Short Overhaul	yd. sta.	304,157
5.	Long Overhaul	C-yd.sta.	1,351.5
6.	Finishing Roadbed & Slopes	mile	3.5
7.	Rounding Cutbanks	lin. ft.	3,775
8.	24" Corrugated Metal Pipe	lin. ft.	- -
9.	78" Corrugated Metal Pipe, Uncoated	lin. ft.	50
10.	12" Concrete Pipe	lin. ft.	99
11.	18" Concrete Pipe	lin. ft.	1,155
12.	24" Concrete Pipe	lin. ft.	387
13.	36" Concrete Pipe	lin. ft.	192
14.	6" Perforated Metal Drain Pipe, Uncoated	lin. ft.	40
15.	Special Backfill in Drains	cu. yd.	- -
16.	Class "A" Concrete	cu. yd.	101.52
17.	Metal Reinforcement	lb.	13,558.23
18.	1" Galvanized Water Pipe	lin. ft.	- -
19.	Selected Roadbed Topping	cu. yd.	15,950.2
20.	Hauling Roadbed Topping	yd. mi.	13,592.1
21.	Sprinkling	M-gal.	379.2
Price Agreement Items:			
1.	General Excavation	cu. yd.	5,723.5
2.	Short Overhaul	yd. sta.	6,915
Force Account Items:			
1.	Flagging		$39.99

January 14, 1

STATE OF OREGON, JACK NORTHRUP CONTRACTOR, INC., ASSIGNED TO:
To ST. PAUL MERCURY INDEMNITY COMPANY, Dr.

County Umatilla — Postoffice address Pend, Oregon

Highway Ukiah - Hilgard — Work done to Jan. 5, 1957 — Contract No. [illegible]

Section Ukiah - Forest Boundary — Prefix No. 130-1(8)-301 (11) — Estimate No. 1[illegible]

Item	Unit	Unit Price	Total Quantities To Date	Total Amount To Date	Previous Amount	Present Amt
1. Clearing and grubbing	all	[illegible]000.00	95%	14,250.00	14,250.00	-
2. Preliminary survey, unclass.	e.y.	2.00	419	838.00	838.00	-
3. General survey, unclass.	c.y.	.35	223,000	77,350.00	77,350.00	-
4. Short overhaul	sta.yds.	.05	208,350	2,083.50	2,083.50	-
5. Long overhaul	c.y.sta.	.30	1,260	378.00	378.00	-
6. Finishing roadbed and slopes	mile	500.00	1.5	1,750.00	1,750.00	-
7. Rounding cutbanks	l.f.	.15	3,500	525.00	525.00	-
9. 78" Corr. metal pipe, uncoated	l.f.	40.00	50	2,000.00	2,000.00	-
10. 12" Concrete pipe	l.f.	2.00	159	318.00	318.00	-
11. 18" " "	l.f.	3.50	1,158	4,053.50	4,053.50	-
12. 24" " "	l.f.	5.00	333	1,665.00	1,665.00	-
13. 36" " "	l.f.	8.00	162	1,296.00	1,296.00	-
14. 6" perf. metal drain pipe, uncoated	l.f.	2.00	40	80.00	80.00	-
16. Class "B" Concrete	c.y.	60.00	97	5,820.00	5,820.00	-
17. Metal reinforcement	lbs.	.11	13,670	1,237.60	1,237.60	-
19. Selected roadbed topping	s.y.	.30	25,990	4,770.70	4,770.70	-
20. Hauling roadbed topping	sta.yds.	.35	10,430	1,551.60	1,551.60	-
21. Sprinkling	M/gal.	2.00	379	758.40	758.40	-
PAVI General survey	c.y.	.06	35,600	2,136.00	-	2,136.00
PAVI Short overhaul	sta.yds.	.05	3,820	191.00	-	191.00
REMOVAL OF EXIST.						
15" Concrete pipe	l.f.	.45	78	35.10	35.10	-
18" Concrete Pipe	l.f.	2.10	329	691.20	691.20	-
24" Concrete Pipe	l.f.	3.30	344	1,135.20	1,135.20	-
78" Corr. Metal Pipe	l.f.	26.30	156	3,945.00	3,945.00	-
6" Perf. metal drain pipe	l.f.	.65	310	201.50	201.50	-
Excess Intercept				36.00	-	36.00
			Totals	159,382.30	156,882.60	2,500.50
Audited and approved by			5% Retained			

Section ...Duluth - Forest Boundary..... Prefix No. ...130-105-201 (b2.) Estimate No. ...1...

Item	Unit	Unit Price	Total Quantities To Date	Total Amount To Date	Previous Amount	Present Amount
1. Clearing and grubbing	all	15000.00	95%	14,250.00	14,250.00	
2. Drainage excav., unclass.	c.y.	1.00	440	440.00	440.00	
3. General excav., unclass.	c.y.	.35	221,000	77,350.00	77,350.00	
4. Short overhaul	sta.-yds.	.01	208,350	2,083.50	2,083.50	
5. Long overhaul	sta.-yds.	.01	1,240	372.00	372.00	
6. Finishing roadbed and slopes	mile	500.00	3.5	1,750.00	1,750.00	
7. Rounding culverts	l.f.	.10	3,500	525.00	525.00	
8. 78" Corr. metal pipe, uncoated	l.f.	40.00	50	2,000.00	2,000.00	
9. 12" Concrete pipe	l.f.	2.00	159	318.00	318.00	
10. 18" " "	l.f.	3.50	1,158	4,053.50	4,053.50	
11. 24" " "	l.f.	5.00	333	1,665.00	1,665.00	
12. 30" " "	l.f.	8.00	162	1,296.00	1,296.00	
13. 6" perf. metal drain pipe, uncoated	l.f.	2.00	40	80.00	80.00	
14. Class "B" Concrete	c.y.	60.00	99	5,940.00	5,940.00	
15. Metal reinforcement	lbs.	.11	17,360	1,937.60	1,937.60	
16. Selected roadbed topping	M.f.b.	.30	15,892	4,778.70	4,778.70	
17. Hauling roadbed topping	sta.-yds.	.01	15,892	1,589.20	1,589.20	
18. Sprinkling	M/gal.	2.00	379	758.40	758.40	
19. General cleanup	acre	.40	5,340	2,136.00		2,136.00
20. Short overhaul	sta.-yds.	.01	9,600	96.00		96.00
MATERIAL ON HAND:						
21. Concrete pipe	l.f.	.08	78	75.60	75.60	
22. Concrete Pipe	l.f.	2.10	299	627.90	627.90	
23. Concrete Pipe	l.f.	3.30	344	1136.30	1136.30	
24. Corr. Metal Pipe	l.f.	26.30	150	3,945.00	3,945.00	
25. Perf. metal drain pipe	l.f.	.05	310	201.50	201.50	
Force Account				30.39		30.39
			Totals	139,388.38	136,892.80	2,527.59
		10	% Retained	12,930.82	12,608.22	257.05
			Total Payments	116,457.57	114,284.58	2,312.54

Audited and approved by .....

Period covered ...12/5/56 to 1/5/57...

Items ...Cents 1/16 to Est. 10...

Submitted by ...Mr. Crumm..... Checked by .....
Mr. Nicholson

Engineer .....John M. Walker.....

Previous Voucher No. 29177

Total to contractors, this estimate, $ ...2,312.54...

State Printing

RECEIVED
OCT 22 1957
FOR FILING

August 21, 1957

Mr. Clarence B. Porter
Claims Adjuster
920 Failing Building
Portland 4, Oregon

Dear Sir:

I recently sent you a copy of the plans and an estimate for completing the Jack Robinson contract on the Ukiah-Milgard Secondary Highway. I am now advised that this estimate was in error in the item of General Excavation, Unclassified. I am attaching a copy of the corrected estimate for your information.

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

FC:ms

Enclosure

cc Mr. W. C. Williams

UKIAH-FOREST BOUNDARY

GRADING & TOPPING

(Completion of project)

UMATILLA CO.

Aug. 30, 1957

Revised August 21, 1957

All Spec.	Clearing and Grubbing		$ 5,000.00
840 cu. yds.	Drainage Excavation, Unclassified	$3.00	2,520.00
76,800 cu. yds.	General Excavation, Unclassified	0.75	57,600.00
200,000 yd. stas.	Short Overhaul	0.015	3,000.00
6,100 C-yd. stas.	Long Overhaul	0.40	2,440.00
9.99 miles	Finishing Roadbed and Slopes	800.00	7,992.00
18,000 lin. ft.	Rounding Cutbanks	0.20	3,600.00
54 lin. ft.	Furnish and Install 12-inch Concrete Pipe	2.50	135.00
440 lin. ft.	Furnish and Install 18-inch Concrete Pipe	5.00	2,200.00
150 lin. ft.	Furnish and Install 24-inch Concrete Pipe	6.50	975.00
120 lin. ft.	Furnish and Install 36-inch Concrete Pipe	11.00	1,320.00
84 lin. ft.	Install 12-inch Concrete Pipe	1.50	126.00
342 lin. ft.	Install 18-inch Concrete Pipe	3.00	1,026.00
147 lin. ft.	Install 24-inch Concrete Pipe	3.50	514.50
96 lin. ft.	Install 36-inch Concrete Pipe	5.00	480.00
150 lin. ft.	Install 78-inch Corrugated Metal Pipe, Uncoated	17.00	2,550.00
720 lin. ft.	Furnish and Install 6-inch Perforated Metal Drain Pipe, Uncoated	2.00	1,440.00
300 lin. ft.	Install 6-inch Perforated Metal Drain Pipe, Uncoated	1.00	300.00
130 cu. yds.	Special Backfill in Drains	6.00	780.00
All Spec.	Finishing Box Culverts		750.00
27,000 cu. yds.	Selected Roadbed Topping	0.50	13,500.00
36,000 yd. miles	Hauling Roadbed Topping	0.20	7,200.00
800 M-gals.	Sprinkling	3.00	2,400.00
	Total		$117,648.50
	Anticipated Additional Items:		
	Flagging		1,000.00
	Reconstruct Cattle Guards (2)		2,000.00
	Widen Bridge		4,000.00
	Seeding & Mulching		2,800.00
	Protection & Maintenance 1957-58 Winter		7,500.00
	Total		$135,148.50
	12½% Engr. & Cont.		16,893.56
	Total		$152,042.06

RECEIVED
OCT 22 1957
FOR FILING

4648

August 19, 1957

Mr. Clarence D. Porter
Claims Adjuster
920 Failing Building
Portland 4, Oregon

Dear Sir:

In response to your letter of August 15, 1957, I am asking our Office Engineering Division to prepare a compilation of the quantities and amounts earned by Mr. Robinson under Contract No. 4648. As soon as this is in my hands, I will forward it to you. Also, for your information, I am handing you a copy of the plans that we have prepared for the completion of the contract, also our estimate of cost.

Bids are being received for this work by the Highway Commission on August 30.

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

FC:ms

UKIAH-FOREST BOUNDARY SECTION

GRADING & TOPPING

(Completion of Project)

UMATILLA CO.

Bids Received Aug. 30, 1957

1.	All Spec.	Clearing and Grubbing			$ 5,000.00
2.	840 cu. yd.	Drainage Excavation, Unclassified	$3.00		2,520.00
3.	106,000 cu. yd.	General Excavation, Unclassified	0.75		79,500.00
4.	200,000 yd. stas.	Short Overhaul	0.015		3,000.00
5.	6,100 C-yd. stas.	Long Overhaul	0.40		2,440.00
6.	9.99 miles	Finishing Roadbed and Slopes	800.00		7,992.00
7.	18,000 lin. ft.	Rounding Cutbanks	0.20		3,600.00
8.	54 lin. ft.	Furnish and Install 12-inch Concrete Pipe	2.50		135.00
9.	440 lin. ft.	Furnish and Install 18-inch Concrete Pipe	5.00		2,200.00
10.	150 lin. ft.	Furnish and Install 24-inch Concrete Pipe	6.50		975.00
11.	120 lin. ft.	Furnish and Install 36-inch Concrete Pipe	11.00		1,320.00
12.	84 lin. ft.	Install 12-inch Concrete Pipe	1.50		126.00
13.	342 lin. ft.	Install 18-inch Concrete Pipe	3.00		1,026.00
14.	147 lin. ft.	Install 24-inch Concrete Pipe	3.50		514.50
15.	96 lin. ft.	Install 36-inch Concrete Pipe	5.00		480.00
16.	150 lin. ft.	Install 78-inch Corrugated Metal Pipe, Uncoated	17.00		2,550.00
17.	720 lin. ft.	Furnish and Install 6-inch Perforated Metal Drain Pipe, Uncoated	2.00		1,440.00
18.	300 lin. ft.	Install 6-inch Perforated Metal Drain Pipe, Uncoated	1.00		300.00
19.	130 cu. yds.	Special Backfill in Drains	6.00		780.00
20.	All Spec.	Finishing Box Culverts			750.00
21.	27,000 cu. yds.	Selected Roadbed Topping	0.50		13,500.00
22.	36,000 yd. miles	Hauling Roadbed Topping	0.20		7,200.00
23.	800 M-gals.	Sprinkling	3.00		2,400.00
				Total	$139,748.50

Anticipated Additional Items:

Flagging	1,000.00
Reconstruct Cattle Guards (2)	2,000.00
Widen Bridge	4,000.00
Seeding & Mulching	2,800.00
Protection & Maintenance 1957-58 Winter	7,500.00
Total	$157,048.50
12½% Engr. & Contingencies	19,631.00
Total	$176,679.50

RECEIVED
OCT 22 1957
FOR FILING

CLARENCE D. PORTER
CLAIMS ADJUSTER
920 FAILING BUILDING
PORTLAND 4, OREGON

FIDELITY - SURETY - BURGULARY
CLAIMS EXCLUSIVELY

4648

BONDING INVESTIGATIONS

August 15, 1957

Mr. Forrest Cooper, Deputy State Highway Engineer,
State Highway Building
Salem, Oregon

Dear Mr. Cooper:

Re: Jack Robinson, Contractor, Inc. - Contract No. 4648 - Ukiah-Hilgard Highway, Umatilla County, Oregon.

Thank you for your letter of August 14th enclosing executed copies of the agreement between the St. Paul Mercury Indemnity Company and the State Highway Commission, relating to the contract of Jack Robinson, Contractor, Inc.

No doubt, your Department has now completed the remeasurement of the job, and we would like to have you provide us as soon as possible the final amount of money earned by Jack Robinson on the project at the conclusion of that remeasurement, together with the amount of the retained percentages.

Yours very truly,

Clarence D. Porter

Clarence D. Porter.

CDP:jk

RECEIVED
AUG 1 1 19
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
OCT 22 1957
FOR FILING

4648

August 14, 1957

Mr. Clarence D. Porter, Claims Adjuster
920 Failing Building
Portland 4, Oregon

Dear Sir:

In response to your letter of July 29, 1957, I am handing you two executed copies of the agreement covering the defaulted Jack Robinson Contract No. 4648, on the Ukiah-Hilgard Highway in Umatilla County.

For your information, we contemplate calling for bids for the completion of this project on August 30, 1957.

Very truly yours,

Forrest Cooper
Deputy State Highway Engineer

FC:mm

cc Mr. Tom Edwards (Agr. 1)
Mr. A. F. Parson (Agr. 1)

1 copy of agreement
to Mr. Probert & Mr. Maison

FORM E30—50M—6-56—96694

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
August 13, 1957

SUBJECT: Agenda Item 4a-2

Agreement relative to Highway Construction Contract No. 4648

To: Mr. Forrest Cooper
Deputy State Highway Engineer
O f f i c e

Attached hereto are two fully executed copies and four conformed copies of an agreement between the State Highway Commission and the Saint Paul Mercury Indemnity Company, surety on defaulted contract 4648, with Jack Robinson, Inc., for grading and topping the Ukiah-Forest Boundary Section of the Ukiah-Hilgard Highway in Umatilla County, covering completion of this contract.

Two copies of the above agreement are to be forwarded to Clarence D. Porter, for the records and files of the Saint Paul Mercury Indemnity Company, as requested in his letter of July 29, which is attached hereto.

One fully executed copy of the above agreement has been retained in this office for the Commission's files.

O. S. Beaman Jr.

Secretary

rn
Attach: 6

RECEIVED
1957
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
FORREST COOPER

CLARENCE D. PORTER
CLAIMS ADJUSTER
920 FAILING BUILDING
PORTLAND 4, OREGON

FIDELITY - SURETY - BURGULARY
CLAIMS EXCLUSIVELY

BONDING INVESTIGATIONS

July 29th, 1957

Mr. Forrest Cooper, Deputy State Highway Engineer
State Highway Commission
Salem, Oregon

Dear Sir:

Attached are three copies executed by my client, the St. Paul-Mercury Indemnity Company of the agreement relating to the Jack Robinson Contract No. 4648, Ukiah-Hilgard Highway in Umatilla County, Oregon. We would like, if possible, the return of the two duplicate originals after the commission has executed the same, or in any event one executed copy.

Confirming our conversation this morning these agreements are executed by the Surety with the understanding that the Commission will advertise for bids at the earliest possible date so that the contract can be awarded before the summer season ends and to relieve us of any further expense incidental to maintenance or deterioration to the work already performed; also, to take advantage of the favorable competitive bidding that prevails at this time.

Your acknowledgment of this understanding will be appreciated.

Yours very truly,

Clarence D. Porter

Clarence D. Porter

CDP:DP

RECEIVED
JUL 30 1957
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
AUG 27 1957
FOR FILING

X-57(5)

4648

Salem, Oregon
August 13, 1957

MISC. CONTRACTS and AGREEMENTS No. I-11

Agenda Item 4a-2

Agreement relative to Highway Construction Contract No. 4648

Mr. Forrest Cooper
Deputy State Highway Engineer
O f f i c e

Attached hereto are two fully executed copies and four conformed copies of an agreement between the State Highway Commission and the Saint Paul Mercury Indemnity Company, surety on defaulted contract 4648, with Jack Robinson, Inc., for grading and topping the Ukiah-Forest Boundary Section of the Ukiah-Hilgard Highway in Umatilla County, covering completion of this contract.

Two copies of the above agreement are to be forwarded to Clarence D. Porter, for the records and files of the Saint Paul Mercury Indemnity Company, as requested in his letter of July 29, which is attached hereto.

One fully executed copy of the above agreement has been retained in this office for the Commission's files.

Secretary

rm
Attach: 6

REFERRED TO
BY SECRETARY

July 22, 1957

Mr. Clarence D. Porter
Claims Adjuster
920 Failing Building
Portland 4, Oregon

Dear Sir:

In connection with the Jack Robinson defaulted Contract No. 4648 on the Ukiah-Hilgard Highway in Umatilla County, I hand to you herewith four copies of an agreement which has been prepared by our Legal Department and which delineates what is to be done by the Bonding Company and by the Highway Department to complete this project.

I believe you will find that the agreement is prepared along the lines which you and I discussed. If it meets with your approval, will you please have two copies executed by your principals and return them to this office as soon as convenient.

We are proceeding with remeasurement, which will be followed by the preparation of plans and specifications and the other moves necessary to bring this matter to completion.

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

FC:ms

Encl.

July 22, 1957

Mr. Clarence D. Porter
Claims Adjuster
920 Failing Building
Portland 4, Oregon

Dear Sir:

In connection with the Jack Robinson defaulted Contract No. 4648 on the Ukiah-Hilgard Highway in Umatilla County, I hand to you herewith four copies of an agreement which has been prepared by our Legal Department and which delineates what is to be done by the Bonding Company and by the Highway Department to complete this project.

I believe you will find that the agreement is prepared along the lines which you and I discussed. If it meets with your approval, will you please have two copies executed by your principals and return them to this office as soon as convenient.

We are proceeding with remeasurement, which will be followed by the preparation of plans and specifications and the other moves necessary to bring this matter to completion.

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

FC:ms

Encl.

FORM E30—12½M—6-55—69300

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
July 19, 1957

SUBJECT: Agreement relative to Highway Construction Contract No. 4648.

To: Forrest Cooper
Deputy State Highway Engineer

OFFICE

Attached hereto are eight (8) copies of an agreement between State of Oregon and The Saint Paul Mercury Indemnity Co., a corporation, relative to Highway Construction Contract No. 4648 for the grading and topping of the Ukiah-Forest Boundary Section of the Ukiah-Hilgard Highway in Umatilla County wherein Jack Robinson, Contractor, Inc., defaulted in the performance of said contract.

Robert A. Holland

ROBERT A. HOLLAND
Assistant Attorney

RAH:br
Enc.

RECEIVED
JUN 3 1957
FOR FILING

FORM 830—50M—2-57—6476

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
June 10, 1957

SUBJECT: Ukiah-Forest Boundary
Ukiah-Hilgard Secondary

To: Mr. Forrest Cooper
Deputy State Highway Engineer
O f f i c e

L

I am forwarding herewith an authority for survey covering the work of remeasuring the work done by Jack Robinson who is in default on the subject named section. This authority for survey also covers the work necessary for the preparation of plans and estimate for the reletting of this job. This authority for survey is merely a formality to properly isolate these charges. It is recommended that the authority for survey be approved as submitted.

I am also attaching hereto a copy of a letter from Resident Engineer Walker in which he notes that, if this job is not recontracted before the end of the construction season, it will cost approximately $7,500 to put it into shape to carry traffic over the winter. I believe that we should contact the bonding company with this information to see if they will accept responsibility for this necessary work. It appears quite unlikely that we can get the job contracted in time to get much work done on it this season.

Tom Edwards
Construction Engineer

By L. H. Young
L. H. Young
Ass't Construction Engineer

LHY:jc

Encl.

NOTED
FORREST COOPER

RECEIVED
JUN 10 1957
OFFICE OF
STATE HIGHWAY ENGINEER

FORM E-30X—37,000—8-57—1477

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

La Grande, Oregon
June 6, 1957

SUBJECT: Authority for Survey
Ukiah-Forest Boundary

To:

Tom Edwards
Construction Engineer
Salem

Herewith a letter of transmittal from Mr. Walker regarding subject survey and engineering monies. You will note that the project is overrun considerably already. On the basis of previous costs, it looks like the engineering costs will overrun at least $20,000.00, exclusive of this extra work.

A. F. Parson
Division Engineer

AFP:gb

cc - J. H. Walker

CONSTRUCTION DIVISION
RECEIVED
JUN 1957
NOTED-- CE ACE ACE COE

FORM 83 [illegible]

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Pendleton, Oregon
June 4, 1957

SUBJECT

To: Mr. A.F. Parson
Division Engineer
Oregon State Highway Dept.
La Grande, Oregon

Re. Ukiah-Forest Boundary Project.
Defaulted Contract No. 4648

Find enclosed Authority for Survey regarding the Ukiah-Forest Boundary Section of the Ukiah -Hilgard Highway. This is for the remeasuring of the entire project to determine work which has been done and also securing necessary data of remaining work to be done to finish the project. As stated it is estimated that this will take approximatly two months work and approximatly $ 8,000.00.

For your information and files I beleive a short recap of existing conditions is in order.

First this project had a completion date set up in the original contract of August 31, 1956 so as of this time that date has been passed by 9 months. When awarded, the Project Authorization for Engineering monies for the job was $ 16,675.76. To date the Engineering costs on the project are $ 25,741.48 or approximatly 9,000.00 dollars above the authorization. As a matter of record as of August 31, 1956 the engineering costs were $ 18,567.12

Secondly-- It is this offices estimate that this project is approximatly 60% complete at the present time. This is a monetary basis and not a yardage moved basis.

Third-- From viewing the roadway in its present condition it would seem advisable that it will be necessary to have work done by State Forces on this project if either the Bonding Company cannot negotiate for contract work or re-let this project previous to the winter weather. This work was estimated to cost approximatly ~~$ 5,000.00~~ $7500 to place the roadway in a smoother condition for traffic. This work includes blading, drainage and placing of topping in various areas. It is my opinion that this work should be done as soon as practical so that it can get set before the fall rains which as you know caused us considerable trouble in maintenance last winter as well as an inconvienience to the traveling public.

~~Respectfully~~

John F. Walker
Resident Engineer

RECEIVED
OCT 22 1957
FOR FILING

4648

August 12, 1957

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

This is to give formal notice that Jack Robinson, contractor on the grading of the Ukiah-Forest Boundary Section of the Ukiah-Hilgard Secondary Highway, federal-aid project No. S-57(5), having abandoned work on the project, has been declared in default.

At the request of Mr. Robinson's surety, we propose to receive bids on August 29th for the work remaining to be done under the Robinson contract. On completion of the work, we will seek payment from the surety for whatever extra expense has resulted from the default and the subsequent completion of the work under separate contract.

Federal participation in the cost of the project should not be affected as that participation will be based on the prices in the Robinson contract the same as originally planned.

If the arrangement here outlined does not meet with your approval or if any further action on our part is necessary to assure continuance of the eligibility of the work for federal aid, please so notify us at once.

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

SHP:ia

RECEIVED
JUL 31 1957
FOR FILING

July 30, 1957

Oregon State Highway Commission

Gentlemen:

In connection with the defaulted Contract No. 4646, Jack Robinson Contractor, Inc., Umpqua-Hilgard Highway, Umatilla County, I wish to advise that an agreement has been prepared covering the things to be done by the State and by the Surety to ensure completion of the contract. The agreement has been signed by the Surety, the St. Paul Mercury Indemnity Company, and in order to complete the matter it should be approved and signed by the Highway Commission.

It has been necessary to completely remeasure this job in the field for determination of quantities completed and quantities to be completed and to redesign the job and award a contract. This work is progressing satisfactorily, and it is our intention to readvertise and award a contract at the September meeting of the Highway Commission. It is hoped that with a reasonable break in the weather the project will be completed this fall.

This matter will be on the agenda for your consideration at the August 8-9 meeting.

Very truly yours,

W. C. Williams
State Highway Engineer

cc Mr. Tom Edwards
Mr. S. H. Probert
Mr. C. H. Maison

FC:me fn

RECEIVED
OCT 2 ? 1957
FOR FILING

CLARENCE D. PORTER
CLAIMS ADJUSTER
920 FAILING BUILDING
PORTLAND 4, OREGON

FIDELITY - SURETY - BURGULARY
CLAIMS EXCLUSIVELY

BONDING INVESTIGATIONS

4645

July 10th, 1957

Mr. Forrest Cooper, Asst. State Highway Engineer
State Highway Commission
Salem, Oregon

Dear Forrest:

Re - Jack Robinson Contractor, Inc.
State Contract #4648 - Ukiah-Starkey Highway

I have been anxiously waiting to hear from you as to the remeasurement of the above job, and also when you expect to advertise for bids to complete the same. You may recall that we are to execute an agreement with regard to your expenses in engineering fees and advertising costs, and naturally my client is hopeful that this can be accomplished at the earliest possible moment.

I advised your Department and also sent copy of my letter to Mr. Johnny Walker, the resident engineer at Pendleton, Oregon, that all the concrete drain pipe is stored at Ukiah, Oregon on premises which we have rented from Mr. R. A. Fletcher, and as we are giving up these premises not later than August 8th I would like to have your authority to remove these materials at least on the Highway Commission yard at Ukiah, Oregon, so that they will be available for the new bidder. I am leaving for Ukiah today and I will contact the local engineer at Ukiah and inform him of our desire so that he will be acquainted with the control of these materials. As I previously advised you they have all been paid for by the bonding company, and the State has previously allowed estimates under the Jack Robinson contract for the same.

Edw will #4648c.

There is a contracting firm of Steelman-Duff, Inc. who is finishing the Bureau of Public Roads job, and who would be interested in bidding this job, and therefore they are hopeful that you can advertise for bids at an early date while their equipment is in that area.

With kind personal regards.

Sincerely yours,

Clarence D. Porter

CDP:DP

RECEIVED
JUL 11 1957
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
JUN 25 1957
FOR FILING
8-57(5)
4648

Both Mt files

June 24, 1957

St. Paul Mercury Indemnity Company
200 Mills Building
San Francisco, California

Gentlemen:

Attached is a copy of a claim which has been filed with the Secretary of State by Howard-Cooper Corporation against Jack Robinson Contractor, Inc., in the sum of $2,422.09. The claim is for parts and services furnished on our Contract No. 4648 for grading and topping the Ukiah-Forest Boundary Section of the Ukiah-Hilgard Highway in Umatilla County.

We provide this information as your Company appears as Surety on the Performance Bond furnished with this contract.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

MAQ:fp
Enc.

cc Lumbermens Insurance Agency
118 Oregon Avenue
Bend, Oregon

Jack Robinson Contractor, Inc.
118 E. Thurston Street
Bend, Oregon

Commissioners
Mr. W. C. Williams
Mr. Forrest Cooper

June 20, 1957

Mark D. Hatfield
Secretary of State
Salem, Oregon

and

St. Paul Mercury Indemnity Company
200 Mills Building
San Francisco, California

Re: Jack Robinson Constructor, Inc.

Gentlemen:

Notice is hereby given that the undersigned, Howard-Cooper Corporation, an Oregon Corporation, having its principal place of business and post office address at P. O. Box 3704, Portland 13, Oregon, has a claim for

Parts and service in the sum of $2,422.09

against the bond taken from Jack Robinson Contractor, Inc., Bend, Oregon, and the St. Paul Mercury Indemnity Company, for the work of State of Oregon Highway Contract No. 4648, grading and topping the Ukiah-Forest Boundary Section of the Ukiah-Hilgard Highway in Umatilla, County, Oregon.

Yours very truly,

HOWARD-COOPER CORPORATION

H. A. Lehman
Vice President - Credit Manager

Hal/fb

File M. 3579
FILED
JUN 21 1957
MARK O. HATFIELD
SECRETARY OF STATE

SECRETARY OF STATE
RECEIVED
JUN 21 1957
MARK O. HATFIELD

RECEIVED
JUN 25 1957
FOR FILING

Estate of Jesse

June 24, 1957

Hon. Mark O. Hatfield
Secretary of State
Salem, Oregon

Attention: Mr. Geo. C. Stephens

Dear Sir:

Thank you for your letter of June 21 to which was attached three copies of a claim filed in your office by Howard-Cooper Corporation against Jack Robinson Contractor, Inc., in the sum of $2,422.09, for parts and services furnished on our Contract No. 4648, your File No. 3579.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

FAQ:fp

STATE OF OREGON
DEPARTMENT OF STATE
SALEM, OREGON

MARK O. HATFIELD
SECRETARY OF STATE

June 21, 1957

Mr. H. B. Glaisyer, Secretary
Oregon State Highway Commission
Salem, Oregon

Dear Mr. Glaisyer:

We have received and filed as of today a notice of claim by Howard-Cooper Corporation for parts and service in the sum of $2,422.09, against the bond taken from Jack Robinson Contractor, Inc., Principal, and St. Paul Mercury Indemnity Company, Surety for the work of State Highway Contract No. 4648, grading and topping the Ukiah-Forest Boundary Section of the Ukiah-Hilgard Highway in Umatilla County, Oregon, our file No. 3579.

We are enclosing three copies of the claim for your information and files. Kindly acknowledge receipt of same for our records.

Sincerely yours,

MARK O. HATFIELD
Secretary of State

By Geo. C. Stephens
Clerk
Records Division

GS:m
Enc.

BY SECRETARY

RECEIVED
JUN 21 1957
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
OCT 22 1957
FOR FILING
FIDELITY - SURETY - BURGULARY
CLAIMS EXCLUSIVELY

CLARENCE D. PORTER
CLAIMS ADJUSTER
920 FAILING BUILDING
PORTLAND 4, OREGON

BONDING INVESTIGATIONS

4648

June 13, 1957

Mr. Forest Cooper, Assistant State Highway Engineer
Oregon State Highway Commission
Salem, Oregon

Dear Mr. Cooper:

Re - Contract 4648 - Jack Robinson Contractor, Inc.
Ukiah Forest Boundary Section

I attach an inventory of the concrete pipe in the yard located at Ukiah, Oregon, which was furnished by the LaGrande Concrete Pipe Company, La Grande, Oregon; also the 6" perforated drain pipe. The balance of this pipe is located on the right of way including the 78" corrugated metal pipe for cattle undercrossings. The LaGrande Concrete Pipe Company tell me that there might be some additional pipe needed, but no doubt your field engineer will check this thoroughly.

All pipe above mentioned, except any undelivered items, have been paid for in full so in the separation of Robinson's contract these materials should be properly credited to the Robinson contract.

If I can be of further assistance advise me.

Sincerely yours,

Clarence D. Porter

Clarence D. Porter
Adjuster

CDP:DP
CC - Johnny Walker, Res. Engineer, Pendleton, Oregon

RECEIVED
JUN 14 1957
OREGON
STATE HIGHWAY COMMISSION

LIST OF PIPE STORED IN YARD AT UKIAH, OREGON

15 Twenty foot lengths 6" perforated drain pipe, together with couplings or joints.

28 Sections of 12" diameter reinforced concrete pipe 84 lineal feet

22 Sections of 24" reinforced concrete pipe - 66 lineal feet

(Above pipe all paid for by bonding company to LaGrande Concrete Pipe Co., LaGrande, Oregon)

RECEIVED
SEP 16 1957
FOR FILING

file.

S-57-(5)

4648

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

May 8th, 1957

SUBJECT:

To: Mr. A. F. Parson
Division Engineer
State Highway Department
LaGrande, Oregon

Please give me at your early convenience an estimate of cost to place about 40 cu. yd. of material per station on the Ukiah-Forest Boundary Section of the Starkey Secondary Highway.

This project should figure out to approximately $50,000.

Tom Edwards
Construction Engineer

TE:AR

cc tot Forrest Cooper

Use $50,000
Edwards

NOTED
FORREST COOPER

RECEIVED
MAY 9 1957
OFFICE OF
STATE HIGHWAY ENGINEER

Salem, Oregon
May 2, 1957

Ukiah-Forest Boundary,
surfacing

Mr. Tom Edwards
Construction Engineer
Department

This will confirm our discussion of this morning re surfacing project on the Ukiah-Forest Boundary Section of the Starkey Secondary Highway. In order to make this section suitable for traffic we should place approximately 40 yards to the station of 3/4 - 0 crushed rock or gravel, at an estimated cost of $50,000. When you receive the information from the field, please transmit it to me and I will discuss the matter of financing with the State Highway Engineer.

Forrest Cooper
Deputy State Highway Engineer

FC:ms

cc Mr. W. C. Williams

RECEIVED
MAY 28 1957
FOR FILING
1-52(a)
4648

Salem, Oregon
May 27, 1957

Ukiah-Forest Boundary
Contract No. 4648 (Default)

Tom Edwards
Construction Engineer
Office

Attention: L. H. Young

In order to keep a record of the cost that will be incurred between the time of the default of Contract No. 4648 and the awarding of a new contract to complete the Ukiah-Forest Boundary Project, we have set up the following prefix: 230-1431

This prefix is set up to cover remeasuring of the contract that has been declared in default, the preparation of plans, quantities, estimates, etc., in connection with the letting of a new contract.

A new contract number and new prefix will be assigned to the new contract when it is awarded.

S. H. Probert
Office Engineer

JAH:ia

cc: C. H. Maison

RECEIVED
MAY 2[illegible] 1957
FOR FILING

FORM S-80X—57,500—5-57—1477

4648

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
May 27, 1957

SUBJECT: Ukiah-Forest Boundary
Ukiah-Hilgard Secondary
Contract No. 4648

To: Mr. A. F. Parson
Division Engineer
State Highway Department
La Grande, Oregon

In furtherance of the matter of finaling out the subject contract and preparing plans for letting a new contract leading to the completion of this work, I wish to advise that Prefix 130-1431 has been assigned for use in the remeasuring, making of plans, and estimates for the new contract.

This prefix shall be used until the new contract is let and another prefix assigned.

Tom Edwards
Construction Engineer

By L. H. Young
L. H. Young
Ass't Construction Engineer

LHY:jc

cc Forrest Cooper
S. H. Probert
Leonard I. Lindas
C. H. Maison

NOTED
FORREST COOPER

RECEIVED
MAY 28 1957
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
MAY 29 1957
FOR FILING

4-2
5/24/57

4147
CERTIFIED MAIL

May 24, 1957

Jack Robinson, Contractor, Inc.
118 E. Thurston Street
Bend, Oregon

Re: State Highway Contract No. 4648
Ukiah-Forest Boundary Section
Ukiah-Hilgard Highway
Umatilla County, Oregon

Dear Sir:

At a regularly scheduled meeting of the State Highway Commission held on May 16 and 17, 1957, the above contract was the subject of discussion and consideration by the State Highway Commission. The State Highway Engineer advised the Commission that Jack Robinson, Contractor, Inc., has been unable to make payment for material, labor and other expenses incurred in the performance of the above contract, and that the surety upon the bond furnished in connection with the contract has been forced to pay the bills incurred by the contractor. The Engineer advised the Commission that, in his opinion, sufficient cause exists for the Commission to terminate the employment of the Jack Robinson Contractor, Inc., under the above contract.

It was the decision of the State Highway Commission that your employment should be terminated and the Commission directed that I advise you of this decision. The purpose of this letter is to give you notice, in accordance with the provisions of 1.8.7 of the Standard Specifications for Highway Construction, which are a part of the above contract; that effective June 3, 1957, your employment is terminated, and the State Highway Commission will take possession of the premises and of all materials, tools and appliances thereon and finish the work by whatever method it may deem expedient.

A copy of this letter is being submitted to the St. Paul Mercury Indemnity Co. which is surety upon the performance bond furnished in connection with the above contract, since the State Highway Commission will look to the surety for all additional costs and expenses which result from the failure of Jack Robinson Contractor, Inc., to complete the above contract in accordance with the provisions thereof.

Very truly yours,

H. B. Glaisyer
Secretary

HBG:ajd
cc: St. Paul Mercury Indemnity Co.
W. C. Williams
Leonard I. Lindas -2
Lumbermans Ins. Agency

FORM [illegible]

COMMISSIONERS
CHAS. H. REYNOLDS, CHAIRMAN
LA GRANDE
M. K. McIVER, MEMBER
PORTLAND
ROBERT B. CHESSMAN, MEMBER
ASTORIA
H. B. GLAISYER, SECRETARY
SALEM

Certified mail

DRAFT

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

W. C. WILLIAMS
STATE HIGHWAY ENGINEER
FORREST COOPER
DEPUTY STATE HWY. ENGR.
LEONARD I. LINDAS
COUNSEL

May 24, 1957

Jack Robinson, Contractor, Inc.
118 E. Thurston Street
Bend, Oregon

Re: State Highway Contract No. 4648
Ukiah-Forest Boundary Section
Ukiah-Hilgard Highway
Umatilla County, Oregon

Dear Sir:

At a regularly scheduled meeting of the State Highway Commission held on May 16 and 17, 1957, the above contract was the subject of discussion and consideration by the State Highway Commission. The State Highway Engineer advised the Commission that Jack Robinson Contractor, Inc., has been unable to make payment for material, labor and other expenses incurred in the performance of the above contract, and that the surety upon the bond furnished in connection with the contract has been forced to pay the bills incurred by the contractor. The Engineer advised the Commission that, in his opinion, sufficient cause exists for the Commission to terminate the employment of the Jack Robinson Contractor, Inc., under the above contract.

It was the decision of the State Highway Commission that your employment should be terminated and the Commission directed that I advise you of this decision. The purpose of this letter is to give you notice, in accordance with the provisions of 1.8.7 of the Standard Specifications for Highway Construction, which are a part of the above contract; that effective June 3, 1957, your employment is terminated, and the State Highway Commission will take possession of the premises and of all materials, tools and appliances thereon and finish the work by whatever method it may deem expedient.

A copy of this letter is being submitted to the St. Paul Mercury Indemnity Co. which is surety upon the performance bond ~~submitted~~ furnished in connection with the above contract, since the State Highway Commission will look to the surety for all additional costs and expenses which result from the failure of Jack Robinson Contractor, Inc., to complete the above contract in accordance with the provisions thereof.

Very truly yours,

H B Glaisyer
~~ROBERT L. MAY, JR.~~
~~Assistant Chief Counsel~~
Secretary

RLM:br
cc: St. Paul Mercury Indemnity Co.
W. C. Williams
Leonard I. Lindas - 2

RECEIVED
MAY 2[illegible] 1957
FOR FILING
[illegible]
[illegible]
416

May 2', 1957

Mr. Clarence D. Porter
Claims Adjuster
1027 Failing Building
Portland 4, Oregon

Re: Contract 4648 - Ukiah Forest
Boundary Section - Ukiah Hilgard
Highway - Umatilla County, Oregon.

Dear Mr. Porter:

This is in response to your letter of April 29, 1957, concerning the above contract.

At its meeting of May 16 and 17, 1957, the State Highway Commission took official action to terminate the employment of Jack Robinson Contractor, Inc., in accordance with the provisions of paragraph 1.8.7 of the Standard Specifications for Highway Construction, which are incorporated with and made a part of the above contract. I am enclosing herewith, for your information, a copy of a letter written by Mr. H. B. Glaisyer, Secretary for the Commission, to Jack Robinson Contractor, Inc., giving official notice of the action of the Commission.

We will take immediate action to remeasure the project and make an estimate of the existing status of the job and to prepare plans with quantities and estimates for contracting the balance of work presently left unions. As soon as this has been accomplished, we will ask our Legal Department to prepare an agreement to be entered into between the State Highway Commission and the surety on the above contract for completion of the job.

With sincere appreciation for your courtesy and cooperation in this matter, I am

Very truly yours,

FORREST COOPER
Deputy State Highway Engineer

cc: Leonard I. Linias

(4.5) 5/16/57

The status of Highway Contract No. 4648, wherein Jack Robinson Contractor, Inc., is the contractor, was discussed and considered by the Commission. The Engineer advised that the contractor has not been able to make payment for material, labor and other expenses, and that the surety upon the contractor's bond has been forced to pay the bills incurred by the contractor in working on the project. Upon the recommendation of the Engineer, the Commission unanimously decided to terminate the employment of the contractor, and to hold the surety liable for any additional costs and expenses resulting from the necessity of having the project completed by other means. The Secretary was directed to notify the contractor and his surety of the action of the Commission, and to give the contractor seven days written notice of the termination of his employment. The Engineer and Chief Counsel were instructed to take all necessary action to assure that the project is completed, and that the surety for the contractor reimburses the State for all additional costs and expenses resulting from failure of Jack Robinson Contractor, Inc., to complete the project.

DK

(4.5)

NOTED
H. B. GLASSER.

RECEIVED
MAY 14 1957
FOR FILING

May 13, 1957

Oregon State Highway Commission

Gentlemen:

We have been notified by Mr. Clarence B. Porter, Claims Adjuster for the Saint Paul Mercury Indemnity Company (bondsman for Jack Robinson), that Mr. Robinson is in default on the Siuslaw-Forest Boundary Section and that the Bonding Company has so notified him and has paid or is paying the bills against the job.

In order to complete the project, the Bonding Company has made a request that the Highway Commission final out the present job, making such payments as would be due under the defaulted contract, and do the necessary engineering work to readvertise the completion of the work, all additional expense beyond that required to complete the project under the original contract to be absorbed by the Bonding Company. This would also include additional engineering necessary to remeasure the present job and readvertise, which is estimated at $8,300.

There are objections to this procedure, the principal ones being the time and engineering involved; however, the Bonding Company has several times reiterated its request for this procedure. Therefore, I recommend that the matter be turned over to the Legal Department for preparation of the necessary agreements between the Highway Commission and the Bonding Company and that we proceed as outlined herein.

This matter will be on the agenda for your consideration May 16-17.

Very truly yours,

Forrest Cooper
Deputy State Highway Engineer

FC:mm

cc Mr. Tom Edwards
Mr. S. H. Probert
Mr. C. H. Haines
Mr. Leonard I. Linden

RECEIVED
MAY 27 1957
FOR FILING

FORM S-30X—87,500—8-57—1477

4648

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
May 23, 1957

SUBJECT: Ukiah-Forest Boundary
Ukiah-Hilgard Secondary
Contract No. 4648

To: Mr. A. F. Parson
Division Engineer
State Highway Department
La Grande, Oregon

The subject named section of highway presently under contract to Jack Robinson has been declared in default by the Highway Commission and the Saint Paul Mercury Indemnity Company is obligated to complete the project.

It has been proposed by the bonding company that the existing contract be closed out and that a new contract be entered into for the completion of this work. In order to do this, it will be necessary for us to remeasure the job and make an existing status estimate. Also, it will be necessary that plans be made, with quantities and estimate of cost for contracting the balance of work presently left undone. In this connection, all engineering monies spent on this job from this time henceforth shall be carefully segregated, inasmuch as all engineering work which would not normally have been done will be paid for by the bonding company. They will pay the cost of making the existing status estimate, preparation of plans for recontracting, and so forth.

It is suggested that a resident engineer and party be assigned to this job to be stationed in Ukiah, or vicinity. Will you please start this work immediately so that the balance of the job can be recontracted in this construction season.

Tom Edwards
Construction Engineer

By L. H. Young
L. H. Young
Ass't Construction Engineer

LHY:jc

cc Forrest Cooper
S. H. Probert
C. H. Maison
Leonard I. Lindas

NOTED
FORREST COOPER

RECEIVED
MAY 24 1957
OFFICE OF
STATE ENGINEER

RECEIVED
MAY 22 1957
FOR FILING

J. 57 (3)
4648

Salem, Oregon
May 22, 1957

Defaulting of Jack Robinson
Contract No. 4648

Mr. Leonard I. Lindas

Chief Counsel

Pursuant to our "squawk box" conversation a few minutes ago, I hand you herewith the following correspondence relating to the defaulting of Jack Robinson in performance of his contract No. 4648 for construction of the Ukiah Forest Boundary Section of the Ukiah Hilgard Highway in Umatilla County.

Letter dated April 29, 1957 from Clarence D. Porter, Claims Adjuster to Forrest Cooper, Deputy Highway Engineer.

Letter dated May 10, 1957 from L. H. Young, Ass't Construction Engineer, to Mr. Forrest Cooper

Letter dated May 3, 1957 from E. G. Bickmore, Ass't Division Engineer to Mr. Forrest Cooper

Photostatic copy of letter dated May 6, 1957 from Jack Robinson to Mr. "Doc." Parsons, Division Engineer

This material is for your use in preparing the minute entry on the subject and the official letter to Jack Robinson and the bonding company, declaring Mr. Robinson in default and asking the bonding company to complete the contract pursuant to the terms of the special provisions and the bond.

Will you kindly return this material to me when you are through with it. Thanks a lot.

H. B. Glaisyer
Secretary

HBG:ejd
att

RECEIVED
MAY 9 1957
FOR FILING

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
May 10, 1957

SUBJECT: Ukiah-Forest Boundary
Ukiah-Hilgard Secondary

To: Mr. Forrest Cooper
Deputy State Highway Engineer
O f f i c e

L

Herewith a copy of a letter forwarded to us from Division Engineer Parson from Jack Robinson giving us notice that the bonding company were foreclosing on his equipment and that we would have to get additional information from them.

Will you please instruct us as to what steps are now indicated to bring this job to a satisfactory conclusion.

Tom Edwards
Construction Engineer

By L. H. Young
I. H. Young
Ass't Construction Engineer

LHY:jc

Encl.

RECEIVED
MAY 13 1957
OFFICE OF
STATE HIGHWAY ENGINEER

PHONE 356

J. R. ROBINSON

Jack Robinson & SONS
~~Contractor, Inc.~~
GENERAL CONTRACTING
116 E. THURSTON BEND, OREGON

NOTED
C. D. CANNON

May 6, 1957

Mr. "Doc." Parsons, Division Engineer
La Grande, Oregon

Dear Mr. Parsons:

In reference to our phone conversation of last week in regards to the Ukiah-Hilgarde Section. The bonding company has served notice on me that they are foreclosing on the equipment. Any additional information regarding the job will have to be taken up with them.

I am sorry about this, but there is nothing I can do.

Sincerely,

Jack Robinson

Jack Robinson

RECEIVED
MAY 8 1957

FORM E30—50M—8-56—96684

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

La Grande, Oregon
May 3, 1957

SUBJECT: Ukiah-Forest Boundary Sec.
Ukiah-Hilgard Highway

To:

Mr. Forrest Cooper
Deputy State Highway Engineer
Salem

In our telephone conversation, yesterday, you requested that an estimate of cost be prepared to cover the cost of finaling out the Ukiah-Forest Boundary Section of the Ukiah-Hilgard Highway, in its uncompleted state, with the thought in mind of awarding a new contract for the completion of the project.

The project, as it now stands, is in various stages of completion. The westerly 1.25 miles is practically complete, as are a few other short sections. The major portion, however, is in an extremely rough state. Some of the cuts have been shot and a portion of the material removed.

To final the project in this condition and set the necessary stakes for the new contract will require the services of a four man field crew and two office men for at least sixty days. In view of the fact that the field crew will be on per diem, our best estimate of engineering costs will be $7,800.00.

E. G. Bickmore

E. G. Bickmore
Ass't Division Engineer

EGB:js

RECEIVED
MAY 6 1957
OFFICE OF
STATE HIGHWAY ENGINEER

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FOR FILING

CLARENCE D. PORTER
CLAIMS ADJUSTER
1027 FAILING BUILDING
PORTLAND 4, OREGON

FIDELITY - SURETY - BURGLARY
CLAIMS EXCLUSIVELY

BONDING INVESTIGATIONS

4648

April 29, 1957

Mr. Forrest Cooper, Ass't. Highway Engineer,
Highway Commission Building, Salem, Oregon.

Re: Contract 4648 - Ukiah Forest Boundary Section -
Ukiah Hilgard Highway - Umatilla County, Oregon.

NOTED
H. B. CLAWYER

Dear Mr. Cooper:

In conformity with your suggestion at our meeting last week I am writing this letter to advise you that it is the desire of my client, The Saint Paul Mercury Indemnity Company, surety upon the bond of the above, because of the failure of said contractor to pay promptly his incurred bills for labor and material that his contract be annulled. Up to the time the contract was shut down in December of 1956, the surety has discharged more than $150,000 of such claims, none of which have been repaid. All known statutory claims have been paid by us and the remaining uncompleted work amounts to about $70,000.

We will enter into an agreement with you substantially, as follows:

That you immediately prepare specifications for said uncompleted work - advertise for bids,and the contract be awarded to the lowest responsible bidder and that he furnish bond as required by law.

That we will pay the difference, if any, between the unit prices Robinson would have received had he finished the project, and that of the successful bidder.

That we receive the benefit of the earned retainage of $12,939.22 in the making of any final settlement, which money is now assigned to us

That we will reimburse you promptly for all additional costs and expenses by reason of taking this action.

That we will cooperate fully with your department as to furnishing evidence as to the materials on the job which are fully paid for, such as concrete pipe, etc. and not yet installed in place, and such other data to make the specifications clear cut for the new contractor. We will be glad to make available for the new contractor upon proper consideration any equipment now on the job and over which we may have full control.

I trust you can proceed with this request so that bids can beopened and the work started by June 1st. Kindly keep me fully advised of your progress.

Faithfully yours

Clarence D. Porter

RECEIVED
MAY 3 - 1957
FOR

4648

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
May 2, 1957

SUBJECT: Ukiah-Forest Boundary, surfacing

To: Mr. Tom Edwards
Construction Engineer
Department

NOTED
W. C. WILLIAMS

This will confirm our discussion of this morning re surfacing project on the Ukiah-Forest Boundary Section of the Starkey Secondary Highway. In order to make this section suitable for traffic we should place approximately 40 yards to the station of 3/4 - 0 crushed rock or gravel, at an estimated cost of $50,000. When you receive the information from the field, please transmit it to me and I will discuss the matter of financing with the State Highway Engineer.

Forrest Cooper
Deputy State Highway Engineer

FC:ms

cc Mr. W. C. Williams

RECEIVED
FEB 18 1957
FOR FILING

57(5)

4648

February 15, 1957

Mr. H. A. Lehman
Vice President
Howard Cooper Corporation
5821 N. E. Glisan Street
Portland 13, Oregon

Dear Mr. Lehman:

Responding to your telephonic request of this date, I hand you herewith a copy of the "Assignment" that was given by Jack Robinson Contractor, Inc. to St. Paul-Mercury Indemnity Company, covering all monies that become payable to Jack Robinson Contractor, Inc., from the State of Oregon in connection with state highway contract No. 4648, grading and topping the Ukiah-Forest Boundary Section of the Ukiah-Hilgard Highway in Umatilla County, Oregon.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

HBG/dp
Enclosure

January 28, 1957

...est of January 25, 1957 listed below
...No. 4648, grading and topping the Ukiah-
...-Hilgard Highway, Umatilla County:

...nc., Bend	$198,847.00
	216,809.00
	229,275.50
	230,234.50
...d	259,790.00
...l., & E. C.	
	270,275.00
...Goodfellow Bros., Inc., Wenatchee, Wn.	271,091.00
Earl L. McNutt Co., Eugene	280,639.00
Max J. Kuney Co., Inc., Spokane, Wn.	298,753.00
J. N. Conley, Portland	299,797.00
Allum Bros., Eugene	307,419.00
C. J. Eldon Contractor, Portland	332,297.50
Miller & Strong, Inc., Eugene	357,817.00
Parker-Schram Co., Portland	366,461.00

Bids were received for this project on January 27, 1956. The Commission accepted the bid of Jack Robinson Contractor, Inc. and referred it to the State Highway Engineer with authority to award the contract as soon as certain conditions had been fulfilled. The actual date of award of this contract was March 9, 1956.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

jmc

RECEIVED
JAN 28 1957
FOR FILING
S-37(5)
4648

January 28, 1957

Mr. Clarence D. Porter
Claims Adjuster
1027 Failing Building
Portland 4, Oregon

Dear Mr. Porter:

In accordance with your request of January 25, 1957 listed below are the original bidders on Contract No. 4648, grading and topping the Ukiah-Forest Boundary Section of the Ukiah-Hilgard Highway, Umatilla County:

Jack Robinson Contractor, Inc., Bend	$198,847.00
Vernie Jarl, Gresham	216,809.00
C. R. O'Neil, Creswell	229,275.50
Durbin Bros., Eugene	230,234.50
Babler Bros., Inc., Portland	259,790.00
Fred H. Slate Co., Ore. Ltd., & E. C. Hall Co., Portland	270,275.00
Goodfellow Bros., Inc., Wenatchee, Wn.	271,091.00
Earl L. McNutt Co., Eugene	280,639.00
Max J. Kuney Co., Inc., Spokane, Wn.	298,753.00
J. N. Conley, Portland	299,797.00
Allum Bros., Eugene	307,419.00
C. J. Eldon Contractor, Portland	332,297.50
Miller & Strong, Inc., Eugene	357,817.00
Parker-Schram Co., Portland	366,451.00

Bids were received for this project on January 27, 1956. The Commission accepted the bid of Jack Robinson Contractor, Inc. and referred it to the State Highway Engineer with authority to award the contract as soon as certain conditions had been fulfilled. The actual date of award of this contract was March 9, 1956.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

jmc

CLARENCE D. PORTER
CLAIMS ADJUSTER
1027 FAILING BUILDING
PORTLAND 4, OREGON

FIDELITY - SURETY - BURGLARY
CLAIMS EXCLUSIVELY

BONDING INVESTIGATIONS

January 25, 1957

H. B. Glaisyer, Secretary
Oregon State Highway Commission
Salem, Oregon

Dear Herb:

I would appreciate your forwarding to me possibly Monday a list of the original bidders on contract no. 4648, grading and topping Ukiah-Hilgard Section Umatilla County, Oregon. Contract was awarded to Jack Robinson.

Thanking you in advance.

Very truly yours,

Clarence D. Porter

CDP/js

RECEIVED
JAN 28 1957
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
JAN 25 1957
FOR FILING

1-57 (5)
4648

January 24, 1957

Mr. Clarence D. Porter
1027 Failing Bldg.
Portland, Oregon

Dear Sir:

In compliance with your request by telephone, we are sending herewith statements showing our estimates of the amounts of work done and the amounts of work remaining to be done, as of January 5, 1957, under the Jack Robinson contract for work on the Ukiah-Forest Boundary Project, Contract No. 4648.

Very truly yours,

W. C. Williams
State Highway Engineer

By

S. H. Probert
Office Engineer

SHP:ia

ESTIMATED COST TO COMPLETE

UKIAH-FOREST BOUNDARY SECTION

Contract No. 4648
Jack Robinson Contractor, Inc.

Item	Unit	Unit Price	To Complete Project Quantity	To Complete Project Amount
1. Clearing and grubbing	Lump Sum	$15,000	5%	$ 750.00
2. Drainage Excavation, Unclassified	cu. yd.	2.00	321	642.00
3. General Excavation, Unclassified	cu. yd.	.35	102,000	35,700.00
4. Short Overhaul	yd. sta.	.01	252,350	2,523.50
5. Long Overhaul	C-yd.sta.	.30	1,560	468.00
6. Finishing roadbed & slopes	mile	500.00	6.49	3,245.00
7. Rounding Cutbanks	lin.ft.	.15	15,500	2,325.00
8. 24-inch Corrugated Metal Pipe	lin.ft.	7.00	40	280.00
9. 78-inch Corrugated Metal Pipe, Uncoated	lin.ft.	40.00	150	6,000.00
10. 12-inch Concrete Pipe	lin.ft.	2.00	321	642.00
11. 18-inch Concrete Pipe	lin.ft.	3.50	525	1,837.50
12. 24-inch Concrete Pipe	lin.ft.	5.00	246	1,230.00
13. 36-inch Concrete Pipe	lin.ft.	8.00	150	1,200.00
14. 6-inch Perforated Metal Drain Pipe, Uncoated	lin.ft.	2.00	310	620.00
15. Special Backfill in Drains	cu. yd.	10.00	44	440.00
16. Class "A" Concrete	cu. yd.	60.00	-	- -
17. Metal Reinforcement	lb.	.14	-	- -
18. 1-inch Galvanized Water Pipe	lin.ft.	.50	90	45.00
19. Selected Roadbed Topping	cu. yd.	.30	28,071	8,421.30
20. Hauling Roadbed Topping	yd. mi.	.12	37,070	4,448.40
21. Sprinkling	M-gals.	2.00	500.8	1,001.60
		Subtotal, Contract Bid Items		$ 71,819.30
Order for Extra Work No. 1 (Flagging)				167.01
P.A. #1 General Excavation	cu. yds.	.40	-	- -
P.A. #1 Short Overhaul	yd. sta.	.02	-	- -
		Subtotal		$ 71,986.31
		Credit for previous allowance for materials on hand		- 5,285.90
		Net total		$ 66,700.41

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JAN 17 1957
FOR FILING
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4648

Salem, Oregon
January 11, 1957

Surfacing - Ukiah-Forest
Boundary Section

Mr. Tom Edwards
Construction Engineer

In reply to your letter of January 9, 1957 regarding surfacing on the Ukiah-Forest Boundary Section, I wish to advise that it may be possible to find some State construction money to place some type of temporary surfacing on this section, probably on the basis of 1,000 yards of 3/4" - 0 per mile. The matter should be held in abeyance pending inspection of the State Highway Engineer, the Deputy State Highway Engineer, or both.

Forrest Cooper
Deputy State Highway Engineer

FC:mm
cc Mr. Bradley

FORM 250—SOM—11-55—60224

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
January 9th, 1957

SUBJECT: Ukiah-Forest Boundary

To: Mr. Forrest Cooper
Deputy State Highway Engineer
O f f i c e

L

I attach hereto letter from Division Engineer Parson concerning the Ukiah-Forest Boundary Section.

We have no money in the present 2-year budget to place surfacing on this road. Complete surfacing is scheduled in the following 3-year program. If you so recommend, a project can be substituted to place a minimum amount of material to permit blading of this section, eliminating from the 2-year program some project which would be scheduled near the latter part of the 2-year period.

I have discussed this matter with Mr. Young, who is thoroughly familiar with the area, and he suggests that we not proceed with a temporary surfacing. I would appreciate your thoughts.

Tom Edwards
Construction Engineer

TE:AR
Enc.

RECEIVED
JAN 9 1957
OFFICE OF
STATE HIGHWAY ENGINEER

-DF

FORM E-BOX—80M—11-55—80228

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

~~La Grande, Oregon~~
~~December 21, 1956~~

SUBJECT: Ukiah-Forest Boundary Section

To:

Tom Edwards
Construction Engineer
Salem

I wish to call attention to the subject project which will be completed some time next spring.

The cobble stone selected roadbed topping is impossible to keep in a smooth condition. Eventually we plan to place a base course thereon, and a smooth wearing surface; this may be a long time in coming.

I wish to recommend, that if money can be found, that we put on a 3/4" - 0 wearing surface this coming summer at an estimated cost of approximately $85,000. This present selected roadbed topping gives us absolutely nothing to blade with and the local citizenry is already kicking.

A. F. Parson
Division Engineer

AFP:gb
cc - I. A. DeFrance

RECEIVED
NOV 17 1956
FILING
S-57(5)

STANDARD OIL COMPANY OF CALIFORNIA

WESTERN DIVISION
W. 422 RIVERSIDE AVENUE • SPOKANE 1 • WASHINGTON
TELEPHONE MADISON 4-1191

J. D. HARTUP
REGIONAL CREDIT MANAGER
D. H. CHARNO
ASST. REGIONAL CREDIT MANAGER

4648

November 14, 1956

REFERRED TO SECRETARY
NOTED T. R. GLAISYER
NOTED FLOYD QUERY

Jack Robinson Contractors
118 E. Thurston
Bend, Oregon

Gentlemen:

Thank you for your letter of November 9th inquiring about the payment of the balances which you were owing on the two jobs near Pilot Rock.

The reason for the delay in notification of payment was that the accounts were carried in the Spokane Regional Office and for some unknown reason your payments were submitted to the Portland Region. This caused a delay in transferring the funds to the Spokane Region for credit to your accounts. A wire was sent to the Oregon State Highway Commission, Salem, Oregon, on November 9, 1956, informing them that payment was received.

The balance remaining after credits have been passed to your account is now $28.22 on the Federal Contract CPR8-9225. If there is any further question, please let us know.

Yours very truly,

J. D. Hartup

DHC:sw

cc: Oregon State Highway Commission
Salem, Oregon

Lumbermen's Insurance Agency
118 Oregon Avenue
Bend, Oregon

Bureau of Public Roads
P. O. Box 3900
Portland, Oregon

Saint Paul-Mercury Indemnity Company
111 W. 5th Street
St. Paul 2, Minnesota

RECEIVED
NOV 15 1956
OREGON
STATE HIGHWAY COMMISSION

NOTED ON CARD

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NOV 19 1956
FOR FILING

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4648

November 14, 1956

Standard Oil Co. of California
Western Division
W. 422 Riverside Avenue
Spokane 1, Washington

Attention: Mr. J. D. Hartup
Regional Credit Manager

Gentlemen:

Thank you very much for your telegram advising that your claim against Jack Robinson Contractor, Inc., on Contract No. 4648 in the amount of $5,429.33, has been paid in full. We will advise the contractor and the surety that your telegram has been received.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

FAQ:fp

NOTED ON CARD
3P

RECEIVED
FOR FILING

CLASS OF SERVICE
This is a fast message unless its deferred character is indicated by the proper symbol.

WESTERN UNION
TELEGRAM

W. P. MARSHALL, PRESIDENT

1201

SYMBOLS
DL = Day Letter
NL = Night Letter
LT = International Letter Telegram

The filing time shown in the date line on domestic telegrams is STANDARD TIME at point of origin. Time of receipt is STANDARD TIME at point of destination

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PR SKA545 PD=FAX SPOKANE WASH 9 346PMP=
OREGON STATE HIGHWAY COMM=
SALEM ORG=

4648

REGARDING OUR CLAIM JACK ROBINSON CONTRACTORS INC.
JOB #4684 PAYMENT IN FULL OF $5,429.33 RECEIVED PLEASE
CANCEL OUR CLAIM=
J D HARTUP DHC REGIONAL CREDIT MGR STANDARD OIL CO
OF CALIF= Western Division
W. 422 Riverside Ave
Spokane, Wn.

#4648 RPT #4648 $5,429.33=

REFERRED TO BY SECRETARY

RECEIVED
NOV 13 1956
OREGON
STATE HIGHWAY COMMISSION

THE COMPANY WILL APPRECIATE SUGGESTIONS FROM ITS PATRONS CONCERNING ITS SERVICE

Tom Edwards
Construction Engineer

By L. H. Young

L. H. Young
Ass't Construction Engineer

LHY:je

cc Forrest Cooper ✓

NOTED
FORREST COOPER

RECEIVED
NOV 1 1956
OFFICE OF
STATE HIGHWAY ENGINEER

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FOR FILING
FORM E-20X—60M—11-50—90828
2-57(5)
4648

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
November 1, 1956

SUBJECT: Ukiah-Forest Boundary Section
Ukiah-Hilgard Secondary
Contract No. 4648

To: Mr. A. E. Parson
Division Engineer
State Highway Department
La Grande, Oregon

With reference to your letter of October 22 submitting a petition from the people of Ukiah regarding the filling in of the borrow pit at Station 90, please be advised that it has been decided to fill this pit in as suggested by Resident Engineer Walker.

Your estimate of cost for doing this work was $3,000. Will you please have Mr. Walker submit a price agreement and have this work done immediately.

It would be interesting to know whose idea it was for the location of this pit. It appears quite obvious that the potential hazard for the diversion of the water down the main street of the town is very real.

Tom Edwards
Construction Engineer

By L. H. Young
L. H. Young
Ass't Construction Engineer

LHY:je

cc Forrest Cooper ✓

NOTED
FORREST COOPER

RECEIVED
NOV 1 1956
OFFICE OF
STATE HIGHWAY ENGINEER

Salem, Oregon
October 31, 1956

Mr. Tom Edwards
Construction Engineer

Petition from residents
of Ukiah re borrow pit
along Camas Creek - Ukiah
Forest Boundary Section

I have rough drafted a letter for Mr. Williams' signature re the Ukiah gravel pit matter. Please proceed with the necessary protective measures. I suggest that we determine who made this brilliant maneuver, so that he may receive suitable recognition.

Forrest Cooper
Deputy State Highway Engineer

FC:me

RECEIVED
NOV 1 1956
FOR FILING

S 51(5)
4 cys

Cross Referenced To:
Adm
Petition
Umatilla

November 1, 1956

Mr. C. R. Huston
Ukiah
Oregon

Dear Sir:

We have investigated the matter brought up in the undated petition signed by residents of Ukiah which was received by the Highway Department October 9, 1956, and which refers to flood danger occasioned by construction work on the Ukiah-Hilgard Secondary Highway.

An investigation indicates that there is a possible danger from flooding, and I have issued instructions for filling the gravel pit area just easterly from Ukiah, which I am sure will alleviate the condition.

I thank you for calling this matter to our attention.

Very truly yours,

W. C. Williams
State Highway Engineer

cc Mr. Forrest Cooper
Mr. Tom Edwards
Mr. A. F. Parsen

FC:ms fn

FORM EDO—60M—9-56—96654

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
October 24, 1956

SUBJECT: Ukiah-Forest Boundary Section
Ukiah-Hilgard Secondary
Contract No. 4648

To: Mr. Forrest Cooper
Deputy State Highway Engineer
O f f i c e

We are in receipt of a petition from the citizens of Ukiah protesting the borrow pit which we dug along Camas Creek about station 90, as shown on the attached sketch map.

They point out that this gravel pit could well divert Camas Creek through the town. It will take about 4,000 cubic yards of material to fill in the pit. Gravel can be obtained out of the main creek channel for this purpose. We have built a dike between the gravel pit and the main creek channel; however, there is a possibility that the dike might be breached and the citizens' worst fears realized.

I therefore recommend that we fill this pit in at an estimated cost of $3,000. A suggested rough draft of a letter to the petitioners is attached. Also attached hereto are copies of letters from A. F. Parsons and John Walker giving more detailed information on this matter.

Tom Edwards
Construction Engineer

By L. H. Young
L. H. Young
Ass't Construction Engineer

LHY:jc

Encl.

NOTED
FORREST COOPER

RECEIVED
OCT 24 1956
OFFICE OF
STATE HIGHWAY ENGINEER

FORM E-20X—50M—11-53—80228

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

La Grande, Oregon
October 22, 1956

SUBJECT: Petition by the people of the Town of Ukiah regarding filling of Gravel Pit - Ukiah-Forest Boundary Section, Ukiah-Hilgard Secondary Highway

To:

Tom Edwards
Construction Engineer
Salem

Herewith petition signed by most of the people of the Town of Ukiah requesting that we fill the gravel pit adjacent to our new highway near the east City Limits of Ukiah.

Mr. Walker has also submitted the attached report and sketch.

We had originally contemplated using the entire area for material. However, after the wells in town started to "muddy" up last June the Legal Department advised that we should abandon this pit which we did after removing some 4,000 yards. In as much as we have constructed a dike as shown on the sketch it would be my opinion that there is less danger from Camas Creek than any time in the past. However, in view of the attached petition and the fact that no one can predict what high water will do we would be in an undesirable position if any thing should happen in the future. Therefore, I would recommend that Mr. Walker's estimate of $2,000 be raised to $3,000 and that we back fill the gravel pit using gravel from Camas Creek and pad the dike so that we could be reasonable sure that no trouble would develop in the future. If you concur we will have Mr. Walker submit a price agreement with the contractor and have the work done immediately.

A. F. Parson
Division Engineer

AFP:gb
cc - J. H. Walker

RECEIVED

FORM 650 80M--11 58 [illegible]

OREGON STATE HIGHWAY DEPARTMENT

INTER DEPARTMENT CORRESPONDENCE

[illegible]
Oct. 1, 1956

SUBJECT:

To: Mr. A.F. Parsons
Division Engineer
Oregon State Highway Dept.
La Grande, Oregon

Re. Petition by the people of the Town of Ukiah regarding filling the Gravel pit from which materials were removed for [illegible] on the Ukiah-Forest Boundary Section of the Ukiah-Pilot Rock Highway

Attached find plat of gravel pit area just easterly from the Town of Ukiah and between the areas of Sta. 98 to 104.

The pit refered to in the petition is shown on the plat as being approximatly 100 ft. southerly from Sta. 90. This material was taken out during the period of May 28th and 29th. Camas Creek was high during this period. Trouble occured in the muddying up of the wells in the southeasterly portion of the town. A detailed report of this was made on my weekly report of June 1, 1956. According to my records this area was stripped then by count there was 35.2 Cu. Yds. of gravel removed from the area.

Later after Camas Creek had gone down the dike as shown was constructed to stop the water from entering the gravel pit and going on into the Town of Ukiah. The area as shown in red was stripped and some of the gravel materials removed and used in the construction of the roadway and also thus making a larger channel for the Creek.

The small dike as shown opposite Sta. 97+50 was placed by the Contractor during a cloudburst shortly after the gravel pit excavation occured to keep water from entering the town.

To fill the gravel pit completely it is estimated that approximatly 4, 00 Cu. Yds. will be needed. This material could be obtained in the area of the now existing creek channel. It would of course be gravel. It is estimated that the cost would approximate $ 2,000.00 to do this work.

Figures as shown on the plat are elevations at existing points to give an idea of the area.

It is my opinion that when completed as is there will be no trouble from high water in this area as it is in a better condition than it was originally however the gravel pit will no doubt fill up with water during any periods of high water and probably will have some in the lower elevations most of the year as the water table is high in this area. Swimming conditions might be possible as the water seems to go through the gravel in this area very freely and any muddy water that exists in the creek probably would not clear up. The only other conditions of contamination that might occur could be a future swampy condition or contamination from refuse be re deposited in the area. One other item was brought to my attention, that was that it was a danger area for children. This I discount to a great degree as during high water it is my opinion that the Creek itself poses a much greater danger and this in our opinion is not a dangerous pit with steep banks but rather gradual banks.

John H. Walker
Resident Engineer

We, the residents of Ukiah, Oregon, do hereby petition to have the gravel pit that has been dug for the construction of the Ukiah-Starkey highway at approximately from station #32 to station #36 refilled, as this poses as a threat to our health as water draining from this open pit drains into our wells. It also poses as a potential flood danger as flood water running into this pit from Camas Creek would overflow and run through various streets and properties located in the town of Ukiah, Oregon

Alma C Huston
C R Huston
[illegible]
Al W Hunton
[illegible]
Stanley Workman
Jean Harrison
Fern Worthan
Clifford E Brown
Lee Christian
[illegible]
[illegible]
E. L. Stratton
Edw. E. Stratton
Harold Stella
Clarence R. Flint
Maynard Linz
[illegible]
M. F. Lewis
Mrs. M. F. Lewis

Phyllis Kendall
[illegible]
[illegible]
Mrs. M. E. McMillan
[illegible]
Arthur Gilliland
Harry Reynolds
[illegible]
Dorothy M Arrogast
[illegible]
[illegible]
[illegible]
Wm J Jamison
Hedy E. Christian
[illegible]
[illegible]
[illegible]
[illegible]
[illegible]
[illegible]
[illegible]

RECEIVED

Betty Cornett
H B Hurston
Alice K Hurston
Donald L Scott
Allen B Scott
Doug Vincent
Ida Scott
Cecilia Kollman
Kenneth Kollman
Bernice Dolan
E W Gunderman
Lee Morgan
Elizabeth A Barker
Wayne R Barker
Mattie Paine
Charles Paine
Clover Kirk
Nella Kear
Peter Mikkelsen
Bess Strand
Harold Martin
Marion Martin
Edna G Anderson
James L Anderson

Wanda A Minard
Lloyd A Ward
Nonnie E Ward
Zada Longfellow
Dorothy Mackenzie
Gertrude
Mary M Gilliland
Tally Gilliland
Bowman
Mrs Jake Hopkins
Mrs Alex Story
Johnny Hopkins
Fred Peterson Smith
Alex Story
Mary E Carmichael
J W Arbuckle
Jack E Endsley
Mrs Lee Bell
John Bell
Virginia F Kirk
Walter C Kirk
Frances E Hilbert
Frank Wilbert
Paul W Ribbens

14 — 13

OREGON STATE HIGHWAY DEPARTMENT
GRAVEL PIT SITE
UKIAH - FOREST BOUNDARY SECTION
UKIAH - HILGARD HIGHWAY
UMATILLA COUNTY
Oct. 1936
John H. Walker, Res. Engr.
Scale - 1" = 100'

gh Broken
Pasture

N. 45°49'24" E.

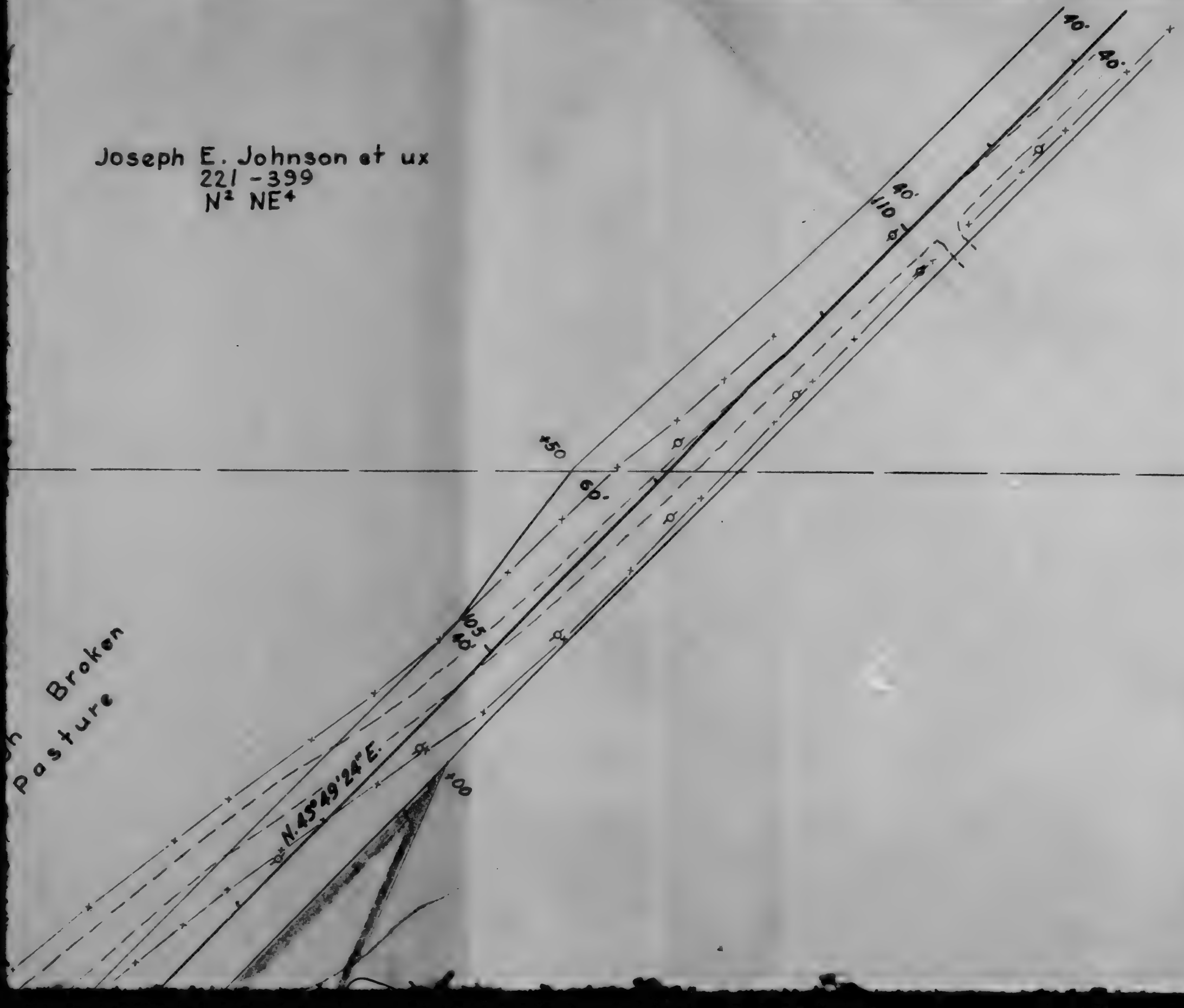
Pasture

el Removed

ed Area

Glenn E. Leverenz et ux
183 - 322
E½ SW¼ NE¼ & SE¼ NE¼ South of Co. Rd.

Joseph E. Johnson et ux
221 -399
N² NE⁴



IE.,W.M.

Joseph E. Johnson et ux
221 -399
N² NE⁴

450

60-

65
40'

Rough Broken Pasture

N. 45°49'24"E.

400

J. A. Rhodes et ux
163-259
E² SW⁴ NE⁴ & SE⁴ NE⁴ North of Co. Rd.

Glenn E. Leverenz et ux
183 - 322
E½SW¼NE¼ & SE¼NE¼ South of Co. Rd.

Pastur

County Road

County Road

Parcel No. 1

96 P.T.

J. A. Rhodes et ux
189 - 619

Dike

Constructed

See IR-5-842

Parcel 2

Area Stripped - Some Gravel Removed

Semi - Diked Area

E½ SW NE & SE NE - South of Co. Rd.

Constructed

See IR-5-842

Parcel 2

Area Stripped - Some 3'

Semi-Diked Area

Dike

S=16°00'
a=2.0

ADDITION

ST.

88+41.16 P.C.S.

96 P.C.S.

Harold Martin
184-450

Eldon Martin
189-108

Jack Kerr
186 259

See IR-5-842

Parcel 2

Area Stripped - Some

Semi-Diked A

Construct

DIKE

90

85

MILL ADDITION

8 1
7 2
6 3
5 4

94+03.96 P.T.

400' Spiral
S=16°00'
a=2.0

8° C. L.
Ta=45°01'26"
Ts=500.16'

90+03.96 P.C.S.

88+41.16 P.S.C.

400' Spiral
S=16°00'
a=2.0

ODITION

Harold Martin
184-450

Eldon Martin
189-108

Jack Kerr
5 2
3
186 259
4 3

County Road

County Road

A. Rhodes et ux
189-619

J.

Parcel No. 1

60'

Removed

Constructed Dike

See IR-5-842

Parcel 2

Area Stripped - Some Gravel

Semi-Diked Area

T. 5 S., R. 31 E., W. M.

Jose

Rough Broken Pasture

J. A. Rhodes et ux
163-259
E½ SW¼ NE¼ & SE¼ NE¼ North of Co. Rd.

60

Z

EQUATION

80+29.08 P.O.T. Ah. =

PINE ST.

84+41.16 P.S.

ST.

ADDITION

400' Spiral
S=16°00'
a=2.0

8° C. L.
Ta=45°01'26"
Ts=500.16'

90+03.96 P.C.S.

88+41.16 P.S.

400' Spiral
S=16°00
a=2.0

94+03.96 P.T.

J. A. Rhode
189-619

Harold Martin
184-450

Eldon Martin
189-108

SECOND

Jack Kerr
186 259

90

85

36" Snag
Power Line attached

Gravel

Dike

80+28.40 P.O.T. Bk. =
80+29.08 P.O.T. Ah. =

PINE ST.

84+41.16 P.S.

ST.

400 Sp...
S=16°00'
a=2.0

ADDITION

88+41.16 P.S.

96 P.C.S.

Harold Martin
184-450

Eldon Martin
189-108

SECOND

2
1

4 1
3 2

5 2 1
Jack Kerr
4 186 3 259 3

80

85

96

14

96" Snag
Power Line attached

1
2
3
4
6 5 1

8 1
7 2
6 3
5 4
2

MILL ADDITION

WEISSENFLUH

Dike

+53

400' Spiral
S=16°00'
a=2.0

80+28.40 P.O.T. Bk.=
80+29.08 P.O.T. Ah. =

84+41.16 P.S.

88+41.16 P.S.C.

3.96 P.C.S.

ADDITION

PINE ST.

ST.

SECOND

Eldon Martin
189-108

Jack Kerr
186 259

78+68.3

80

85

14

36" Snag
Power line attached

ALBA ST.

WEISSENFLUH

MILL ADDITION

78+68.3

80+28.40 P.O.T. Bk. =
80+29.08 P.O.T. Ah. = EQUATION

PINE ST.

SECOND

84+41.16 P.S.

ST.

ADDITION

400' Spiral
S=16°00'
a=2.0

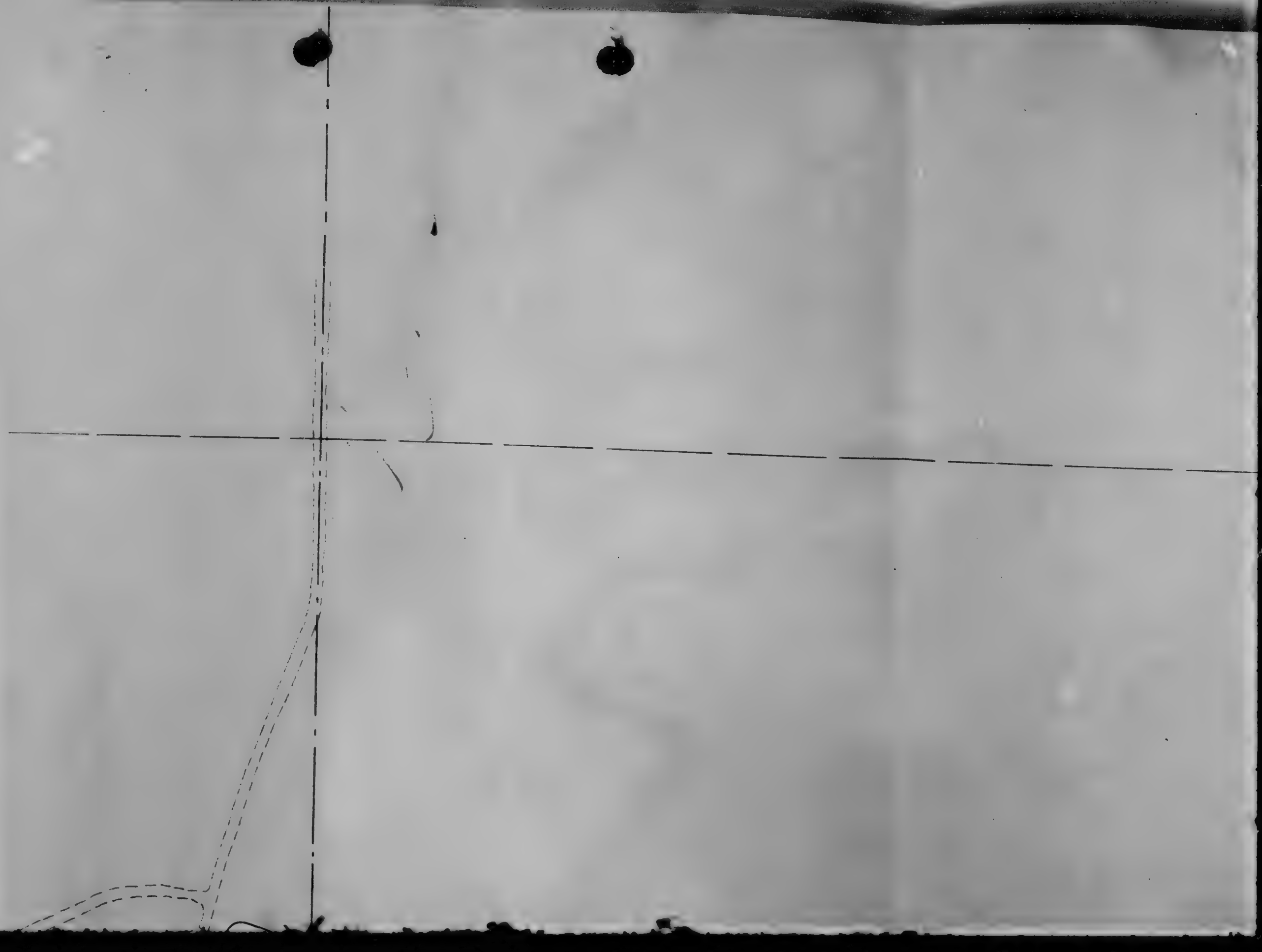
88+41.16 P.S.C.

8° C. L.
Ta=45°01'26"
Ts=500.16'

90+03.96 P.C.S.

400'
S

Eldon Mar
189-108



RECEIVED
OCT 1 1956
FOR FILING

files

C-57 (5)

4648

S. D. HARTUP
REGIONAL CREDIT MANAGER
D. H. CHARNO
ASST. REGIONAL CREDIT MANAGER

STANDARD OIL COMPANY OF CALIFORNIA

WESTERN DIVISION
W. 422 RIVERSIDE AVENUE • SPOKANE 1 • WASHINGTON
TELEPHONE MAIN 1191

October 16, 1956

Oregon State Highway Commission
Salem,
Oregon

Gentlemen:

We received a letter from Jack Robinson Contractors, Inc. dated September 28, 1956, about the balance of $5,429.33 owing to us for supplies furnished on Contract #4648.

In this letter Mr. Robinson informed us that he would be able to pay our account in full by the 10th of October. We have not received any money as yet.

In order to clarify any question that you might have when we receive payment of this claim, we will immediately wire your office that the money was received.

Yours very truly,

J. D. Hartup

DHC:aw

cc: Jack Robinson Contractors, Inc.
118 East Thurston
Bend, Oregon

Lumbermens Insurance Agency
118 Oregon Avenue
Bend, Oregon

REFERRED TO
BY SECRETARY

NOTED
T. B. GLAISYER

NOTED
FLOYD QUERY

RECEIVED
OCT 18 1956
OREGON
STATE HIGHWAY COMMISSION

F. 1 - 5 A

RECEIVED
OCT 10 1956
FOR FILING

7 (2)
1245

REFERRED TO
BY SECRETARY

October 9, 1956

Jack Robinson Contractor, Inc.
[illegible] E. Thurston
Bend, Oregon

Gentlemen:

Received in today's mail were the original and one copy of the form of assignment whereby you assign to the St. Paul Mercury Indemnity Company, 200 Mills Building, San Francisco, California, all monies that are now due or which may hereafter become due you in connection with State Highway Contract No. 4648.

This appears to be in satisfactory form, and we will honor it. Our Chief Auditor is being instructed today to prepare future vouchers and warrants in conformity with the provisions of the assignment. In conformity with instructions contained in your letter of September 28, 1956 all future payments arising out of this contract will be forwarded to the St. Paul Mercury Indemnity Company, 200 Mills Building, 220 Montgomery Street, San Francisco 6, California.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

HBGrhlm

cc: St. Paul-Mercury Indemnity Company
1012 Failing Building
Po Portland 4, Oregon

cc: C. H. Maison (2)
F. Query

[illegible] CARD
gf

Mr. Maison: I attach hereto a signed copy of the assignment referred to above, this for delivery to the Secretary of State. Please note that warrants covering future payments are to be mailed "*****to and only to the St. Paul-Mercury Indemnity Company, 200 Mills Building, 220 Montgomery Street, San Francisco 6, California," in conformity with instructions contained in a letter from Jack Robinson Contractor, Inc., dated September 28, 1956, a copy of which I believe I sent you several days ago.

Mr. Query: I attach hereto the original of the assignment referred to in the above letter. Please have Mrs. Lewis note this on the card under Contract No. 4648 and then file the assignment in our office copy of that contract.

October 4, 1956

Jack Robinson Contractor, Inc.
c/o St. Paul Insurance Companies
1012 Failing Building
Portland 4, Oregon

Dear Sir:

I have just received your letter of September 28, 1956 requesting that all monies that are now due you or which may hereafter become due and payable to you in connection with your contract with the State Highway Commission, Contract No. 4648 for grading and topping the Ukiah-Forest Boundary Section of the Ukiah-Hilgard Highway, Umatilla County, be mailed to the St. Paul Mercury Indemnity Company, 200 Mills Building, 220 Montgomery Street, San Francisco 6, California, pursuant to the assignment contained in your agreement with the St. Paul Mercury Indemnity Company which wrote the performance bond in connection with this job.

I regret to inform you that we cannot accept the form of assignment that you have presented. We will, however, accept an assignment on the State Highway Commission's standard assignment form, five copies of which I enclose. Please sign all copies as indicated and affix your corporate seal. Return the original and one copy to this office for further handling. Upon receipt of the same our Accounting Division will be instructed to prepare future vouchers and warrants payable to Jack Robinson Contractor, Inc., assigned to the St. Paul Mercury Indemnity Company, pursuant to your direction. We will withhold further payments to you in connection with this job until we receive the assignment forms properly executed.

Your early attention to this matter is requested so as to avoid delay in making payments to you.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

HBG:jmc
Encls.

cc: St. Paul Mercury Indemnity Company
1012 Failing Building
Portland 4, Oregon

C. H. Maison (2)

GENERAL AGREEMENT OF INDEMNITY

SAINT PAUL-MERCURY INDEMNITY COMPANY

ST. PAUL, MINNESOTA

Jack Robinson

Know All Men By These Presents, that whereas, the Saint Paul-Mercury Indemnity Company, hereinafter referred to as the Surety Company, has executed or may hereafter execute a bond or bonds on behalf of the undersigned or any of them, hereinafter referred to as Indemnitors, and/or the corporation(s) and/or firm(s) and/or individual(s) named in the Schedule hereof or any additions thereto;

And Whereas, the Indemnitors have a substantial, material and beneficial interest in the obtaining of the said bond or bonds.

Now, Therefore, in consideration of the premises and the sum of One ($1.00) Dollar in hand paid to the Indemnitors by the Surety Company, the receipt of which is hereby acknowledged, the Indemnitors, for themselves, their heirs, executors, administrators, successors and assigns jointly and severally hereby covenant and agree with the Surety Company, its successors and assigns, in the manner following:

1. That the Indemnitors will promptly pay or cause to be paid in cash to the Surety Company in advance, or if not in advance, at such times and in such manner as may be agreed upon, premium or premiums for such bond or bonds at the rates and at the times specified by the Surety Company and will continue to pay the same where such bond or bonds are continued until the Surety Company shall have been fully discharged and released from any and all liability upon the said bond or bonds, and all matters and things arising therefrom and until there shall have been furnished to the Surety Company satisfactory proof by evidence legally competent of such discharge and release.

2. The Indemnitors shall at all times (a) indemnify, and keep indemnified, and hold and save harmless the Surety Company from and against any and all liability, loss, damages, costs and expenses of whatever nature or kind which the Surety Company shall or may, at any time, sustain, incur, or be put to, for, or by reason, or in consequence of the Surety Company having given and executed any such bond or bonds and (b) shall immediately pay, reimburse and make good to the Surety Company all sums and amounts of money which the Surety Company shall pay, or cause to be paid, on account of the execution of any such bond or bonds, and (c) shall pay, as collateral security, to the Surety Company as soon as it shall become liable therefor on any such bond or bonds, any and all sums for which the Surety Company shall become liable, irrespective of whether the Surety Company shall have paid out such sums, or any part thereof.

The Indemnitors shall reimburse the Surety Company for all costs, counsel fees and expenses which it may incur in collecting a premium or a loss sustained on any such bond or bonds or in investigating any claim made thereunder, or in investigating any application, or in prosecuting or defending any action, suit or other proceeding which may be commenced or prosecuted against the principal, or against the Surety Company, upon any such bond or bonds, or in any wise relating thereto.

3. The Indemnitors, immediately upon becoming aware of any demand, notice, or proceeding preliminary to determining or fixing any liability with which the Surety Company may be subsequently charged under the said bond or bonds or any renewal thereof or any new bond issued in continuation thereof or as a substitute therefor, shall notify the Surety Company thereof in writing.

4. In the event the Surety Company is required, for any reason whatsoever, to reserve from its assets an amount to cover any contingent claim or claims under any of said bond or bonds it may issue, the Indemnitors hereby covenant and agree immediately on demand to deposit with the Surety Company, in current funds, an amount sufficient to cover any such contingent claim or claims, to be held by the Surety Company as collateral security on the said instrument, in addition to the indemnity afforded by this agreement; and if the Surety Company is required to enforce performance of this covenant by action at law or in equity, the costs, charges and expenses, which it may incur, shall be included in such action and be paid by the Indemnitors.

The Indemnitors further authorize and empower any attorney in any State of the United States, at request of the Surety Company, to appear for the Indemnitors, and confess judgment against them, and each of them, for any sum or sums due under this agreement up to the full amount of bond or bonds executed by the Surety Company, upon the faith and security afforded by the Indemnitors under this agreement, without stay of execution, waiving inquisition and condemnation of any real estate, and the Indemnitors, and each of them, do hereby waive the benefit of any law or laws now in force or which may hereafter become in force, exempting property from levy and sale upon execution; this authority to continue until the Surety Company's liability under any such bond or bonds shall have wholly terminated. Whenever the laws of any State shall provide a method for confession of judgment to which the authority hereby given will not apply, the Indemnitors further agree to execute upon the Surety Company's demand such papers as will carry into effect the entry of judgment by confession against the Indemnitors for the sum or sums above mentioned.

5. If any bond or bonds be given in connection with a contract, the Surety Company is hereby authorized, but not required, to consent to any change in the contract or in the plans or specifications relating thereto; to make or guarantee advances or loans for the purposes of the contract without the necessity of seeing to the

(OVER)

application thereof, it being understood that the amount of all such advances or loans, unless repaid with legal interest by the Contractor to the Surety Company when due, shall be conclusively presumed to be a loss hereunder; in the event of the abandonment, forfeiture or breach of the contract, or the breach of any bond given in connection therewith, or the failure, neglect or refusal to pay for labor or materials used in the prosecution of the contract, to take possession of the work under the contract and, at the expense of the Indemnitors, to complete the contract, or cause, or consent, to the completion thereof. The Indemnitors hereby assign, transfer, and set over to the Surety Company (to be effective as of the date of any such bond, but only in the event of a default as aforesaid), all of their rights under the contract, including their right, title and interest in and to all subcontracts let in connection therewith; all machinery, plant, equipment, tools and materials which shall be upon the site of the work or elsewhere for the purposes of the contract, including all materials ordered for the contract, and any and all sums due under the contract at the time of such abandonment, forfeiture, breach, failure, neglect or refusal, or which may thereafter become due, and the Indemnitors hereby authorize the Surety Company to endorse in the name of the payee, and to collect any check, draft, warrant or other instrument made or issued in payment of any such sum, and to disburse the proceeds thereof.

6. That the Surety Company may, at any time hereafter, without releasing or discharging the Indemnitors from any claim, demand, damage, action, costs, liability or any other expense theretofore incurred or accrued, take such action as it might deem necessary or proper to obtain its release from any and all liability under the said bond or bonds, and the Indemnitors further agree that they shall further secure and indemnify the Surety Company against any and all charges, liabilities and expenses of whatever nature which the Surety Company may sustain or incur or be put to in obtaining such release.

7. The Surety Company may also alter, change, modify, amend, limit or extend the said bond or bonds, and any renewal or other obligation in place or in lieu thereof, and in any such case the Indemnitors shall be liable to the Surety Company as fully and to the same extent on account of any such altered, changed, modified, amended, limited or extended bond or bonds or renewal or substitution thereof, whenever and as often as made, as though such bond or bonds is or are described at length herein.

8. The Surety Company may also adjust, settle or compromise any claim or suit arising under said bond or bonds, and with respect to any such claim or suit, take whatever action it may deem appropriate; and its determination as to whether any such claim or suit shall be settled or defended shall be binding and conclusive upon the Indemnitors.

9. That it shall not be necessary for the Surety Company to give to the Indemnitors or any of them notice, which is hereby expressly waived, of any act, fact or information coming to the notice or knowledge of the Surety Company concerning or affecting its rights or liabilities under any such bond or bonds by it so executed, or the rights and liabilities of the Indemnitors herein.

10. Any property of any kind which may have been, or may hereafter be pledged as collateral security on any one or more of such bonds may, at the option of the Surety Company, be retained as collateral security on any and all bonds coming within the scope of this agreement, whether theretofore or thereafter executed, and for the full and complete performance in all respects of the covenants of the Indemnitors. In case the Surety Company should deem it advisable for the purpose of meeting any actual or prospective claim or demand under any such bond or bonds or to pay any expenses incurred or to be incurred in connection therewith, or in case the Surety Company should be of the opinion that said property is likely to so decline in market value that the security to the Surety Company will be inadequate, the Surety Company shall have full power and authority, without notice to the Indemnitors or any of them, to sell, assign, and deliver said collateral, or any part thereof at public or private sale at the option of the Surety Company, its successors and assigns, with the right to be the purchaser itself at any such sale, and to use the proceeds, or any such part thereof as may be necessary, in order to protect itself and any other Surety or Sureties executing such bond or bonds against loss, costs, damages, attorneys' fees and expenses as aforesaid; and, after deducting all legal and other costs and expenses of such sale, and all such loss, costs, damages, attorneys' fees and expenses as aforesaid, and all premiums due the Surety Company or any such Surety or Sureties for any such bond or bonds, shall return the remainder of such collateral or the proceeds of sale, if any, to the person or persons legally authorized to receive the same; provided the Surety Company shall not be responsible for any loss resulting to said property from any cause other than the wrongful act or neglect of its officers and employes.

11. The Surety Company shall have the absolute right at its option to decline to execute any bond or bonds without impairing the validity of this agreement.

12. That this instrument shall protect, in the name of the Surety Company, any and all surety or reinsuring companies that may assume reinsurance or co-suretyship on any such bond or bonds, and in like manner, shall indemnify such other reinsurer or co-surety as the Surety Company has procured or may procure to execute or to join with it in executing any such bond or bonds, it being agreed that this instrument shall inure to the benefit of any such reinsurer or co-surety, so as to give it or them the right of action hereunder.

13. That the acceptance of security or consideration shall not be taken as a waiver of any right or remedy which the Surety Company might have by statute or otherwise.

14. In case the execution hereof by any of the parties herein mentioned may be defective or invalid for any reason, such failure, defect or invalidity shall not in any manner affect the validity of this obligation or the liability hereunder as to any or all of the parties executing this obligation; but each and every of the parties joining herein shall be and remain fully bound and liable hereunder to the same extent as if such failure, defect or invalidity had not existed. This agreement although executed subsequent to the issuance of any bond or bonds referred to herein is of the same force and effect as though executed prior to the issuance of such bond or bonds.

SCHEDULE

NAME ADDRESS

JACK ROBINSON CONTRACTOR, INC., 1576 AUBREY ROAD, BEND, OREGON

In Testimony Whereof, the Indemnitors have hereunder set their hands and affixed their seals this 3rd day of OCTOBER 1955.

Signed, sealed and delivered in the presence of

JACK ROBINSON CONTRACTOR, INC.

Jack Robinson (Seal)

Address .....

..... (Seal)

Address .....

~~STATE OF .....~~ }
~~COUNTY OF .....~~ } ss.:

~~On the day of , in the year , before me~~

~~personally came~~

~~to me known, and known to me to be the individual described in and who executed the~~

~~foregoing instrument, and~~

~~duly acknowledged to me that he executed the same.~~

~~Notary Public.~~

~~County.~~

STATE OF OREGON }
COUNTY OF DESCHUTES } ss.:

On the 3rd day of OCTOBER, in the year 1955, before me

personally came Jack Robinson

to me known who, being by me duly sworn, did depose and say, that he resides in Bend, Oregon

, that he is the President

of the JACK ROBINSON CONTRACTOR, INC. the

corporation described in, and which executed the above instrument; that he knows the seal of said corporation; that the seal affixed to said instrument is such corporate seal; that it was so affixed by order of the Board of Directors of said corporation, and that he signed his name thereto by like order.

B. Lewis Gould

Notary Public.

NOTARY PUBLIC FOR OREGON DESCHUTES County.
My Commission Expires Feb. 19 1959

(SEAL)

~~MY COMMISSION EXPIRES~~

~~STATE OF .....~~ }
~~COUNTY OF .....~~ } ss.:

~~On the day of , in the year , before me~~

~~personally came to me known and known to me to be~~

~~a member of the firm of described in and who executed~~

~~the foregoing instrument, and he thereupon acknowledged to me that he executed the same as and for the act and deed of the said firm.~~

~~Notary Public.~~

~~County.~~

RECEIVED
SEP 29 1956
FOR FILING

file

J. R. ROBINSON

Jack Robinson Contractor, Inc.

GENERAL CONTRACTING

PHONE 356

118 E. THURSTON BEND, OREGON

S-57 (5)
9642

Sept. 28, 1956

Standard Oil Company
Box I495
Seattle, Wash.

Gentlemen:

This letter is to inform you that we will be able to pay you our account in full by the IOth of October.

Jack Robinson Contractor, Inc.

Copy:
Oregon State Highway
Salem, Ore.

NOTED
T. B. GLAISYER

RECEIVED
OCT 1 1956
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
OCT 11 1956
FOR FILING

S-57 (51)

4645

September 25, 1956

Hon. Earl T. Newbry
Secretary of State
Salem, Oregon

Attention: Mr. Geo. O. Stephens

Dear Sir:

This is to acknowledge receipt of your letter of September 21 which had attached to it three copies of a claim filed with your office by Standard Oil Company of California against Jack Robinson Contractor, Inc., for supplies furnished on Contract No. 3618, your File No. 3569. The amount of the claim is shown as $5,429.33.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

WLG:fp

cc Commissioners
Mr. H. C. Williams
Mr. Forrest Cooper

NOTED ON CARD

EARL T. NEWBRY
SECRETARY OF STATE
SALEM, OREGON

September 21, 1956

Mr. R. B. Gleisyer, Secretary
Oregon State Highway Commission
Salem, Oregon

Dear Sir:

We have received from Standard Oil Company of California, Western Division, W. 422 Riverside Avenue, Spokane 1, Washington and filed as of this date, a notice of claim by Standard Oil Company of California for supplies furnished in the sum of $5,429.32, against the bond taken from Jack Robinson Contractors, Inc., principal and Saint Paul-Mercury Indemnity Company, surety, for the work of grading construction section of Highway No. 395 through Ukiah, Oregon, Contract No. 4646.

We are enclosing three copies of the claim for your information and files.

Kindly acknowledge receipt of the copies for our records.

Very truly yours,

EARL T. NEWBRY
Secretary of State

Geo C Stephens
By
Clerk, Records Division

REFERRED TO BY SECRETARY

EF:K
Enc.

Recd 9/24/56

NOTED ON CARD

STANDARD OIL COMPANY OF CALIFORNIA
WESTERN DIVISION
W. 422 RIVERSIDE AVENUE • SPOKANE 1 • WASHINGTON
TELEPHONE MAIN 1191

J. D. HARTUP
REGIONAL CREDIT MANAGER
D. H. CHARNO
ASST. REGIONAL CREDIT MANAGER

September 20, 1956

Secretary of State of the State of Oregon
Salem, Oregon

Dear Sir:

Enclosed is Notice to Oregon State Highway Commission of claim of Standard Oil Company of California for supplies furnished in the sum of $5429.33, against the bond taken from Jack Robinson Contractors, Inc., principal, and Saint Paul-Mercury Indemnity Company, surety, for the work of grading additional section of Highway No. 395 through Ukiah, Oregon, Contract No. 4648.

Kindly acknowledge receipt.

Yours truly,

STANDARD OIL COMPANY OF CALIFORNIA

By D H Charno

cc, with copy of Notice:

Oregon State Highway Commission
Salem, Oregon

Jack Robinson Contractors, Inc.
118 E. Thurston
Bend, Oregon

Saint Paul-Mercury Indemnity Company
111 W. 5th Street
St. Paul 2, Minn.

Lumbermens Insurance Agency
118 Oregon Ave.
Bend, Oregon

RECEIVED
STATE HIGHWAY COMMISSION

STANDARD OIL COMPANY OF CALIFORNIA
WESTERN DIVISION
W. 422 RIVERSIDE AVENUE • SPOKANE 1 • WASHINGTON
TELEPHONE MAIN 1191

J. D. HARTUP
REGIONAL CREDIT MANAGER
D. H. CHARNO
ASST. REGIONAL CREDIT MANAGER

NOTICE

To

OREGON STATE HIGHWAY COMMISSION,
SALEM, OREGON

NOTICE IS HEREBY GIVEN that the undersigned, Standard Oil Company of California, a corporation, has a claim for supplies furnished in the sum of $5429.33 against the bond taken from Jack Robinson Contractors, Inc., principal, and Saint Paul-Mercury Indemnity Company, surety, for the work of grading additional section of Highway No. 395 through Ukiah, Oregon, Contract No. 4648.

STANDARD OIL COMPANY OF CALIFORNIA
By D H Charno

RECEIVED
OCT 10 1956
FOR FILING

2.37 (5)

4618

September 25, 1956

Saint Paul-Mercury Indemnity Co.
Northwest Branch Office
Mills Building
San Francisco 4, California

Gentlemen:

Attached is a copy of a claim which has been filed with the Secretary of State by Standard Oil Company of California against Jack Robinson Contractor, Inc., for supplies furnished in the sum of $5,429.33 in the performance of Contract No. 4618 for grading and topping the Ukiah-Forest Boundary Section of the Ukiah-Hilgard Highway in Umatilla County.

This information is furnished as your Company appears as Surety on the Performance Bond furnished with this contract.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

FAQ:fp
Enc.

cc Lumbermens Insurance Agency
118 Oregon Avenue
Bend, Oregon

Jack Robinson Contractor, Inc.
118 E. Thurston Street
Bend, Oregon

NOTED ON CARD

STANDARD OIL COMPANY OF CALIFORNIA

WESTERN DIVISION

[illegible] SPOKANE [illegible] WASHINGTON

J. D. HARTUP
REGIONAL CREDIT MANAGER
D. H. CHARNO
ASST. REGIONAL CREDIT MANAGER

NOTICE

To

OREGON STATE HIGHWAY COMMISSION,
SALEM, OREGON

NOTICE IS HEREBY GIVEN that the undersigned, Standard Oil Company of California, a corporation, has a claim for supplies furnished in the sum of $5429.33 against the bond taken from Jack Robinson Contractors, Inc., principal, and Saint Paul-Mercury Indemnity Company, surety, for work of grading additional section of Highway No. 395 through Ukiah, Oregon, Contract No. 4648.

FILED
SEP 21 1956
EARL T. NEWBRY
SECRETARY OF STATE

STANDARD OIL COMPANY OF CALIFORNIA

By D. H. Charno

File # 3567

FILED
SEP 21 1956
EARL T. NEWBRY
SECRETARY OF STATE

RECEIVED
NOV 1 1956
FOR FILING

September 13, 1956

Standard Oil Company of California
West 422 Riverside Avenue
Spokane 1, Washington

Attention: Mr. D. H. Charne
Asst. Regional Credit Manager

Gentlemen:

We have a carbon copy of your letter of September 11, addressed to the Lumbermens Insurance Agency in Bend, Oregon, advising them as surety that their principal, Jack Robinson Contractors, Inc., owes your company the sum of $5,429.33 for supplies furnished on our Contract No. 4648. Do you wish us to consider this as a claim against the contract? If so, we will notify the surety and the contractor that a claim has been received.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

FAQ:fp

A 1 answer by 11-1-56

STANDARD OIL COMPANY OF CALIFORNIA

WESTERN OPERATING DIVISION

W. 422 RIVERSIDE AVENUE • SPOKANE 1 • WASHINGTON

TELEPHONE MAIN 1191

J. D. HARTUP
REGIONAL CREDIT MANAGER
D. H. CHARNO
ASST. REGIONAL CREDIT MANAGER

September 11, 1956

NOTED
T. B. GLAISYER

Lumbermens Insurance Agency
118 Oregon Avenue
Bend, Oregon

Dear Sirs:

Jack Robinson Contractors, Inc., is indebted to Standard Oil Company of California in the sum of $5429.33 for supplies furnished in grading additional section of Highway No. 395 through Ukiah, Oregon, Contract No. 4648.

Please advise what provision may be made for early payment of this account.

STANDARD OIL COMPANY OF CALIFORNIA

By D H Charno
Assistant Regional Credit Manager

DHC:sw

cc: Oregon State Highway Commission
Salem, Oregon

Jack Robinson Contractors, Inc.
118 E. Thurston
Bend, Oregon

REFERRED TO
BY SECRETARY

RECEIVED
SEP 12 1956
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
OCT 10 1956

FOR FILING

S-57 (5)

4648

September 4, 1956

Howard Cooper Corporation
P. O. Box 3704
Portland 8, Oregon

Attention: Mr. H. A. Lehman
Vice-President-Credit Manager

Gentlemen:

Pursuant to our telephone conversation of a few moments ago I enclose for your use six copies of our standard "Assignment of Claim" form. It is my understanding that these are to be used by Jack Robinson Contractor, Inc., in assigning monies to you in connection with State Highway Contract No. 4648.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

HBG:blm
Encl.

August 15, 1956

Howard Cooper Corporation
P. O. Box 3704
Portland 8, Oregon

Attention: Mr. H. A. Lehman
Vice President - Credit Mgr.

Gentlemen:

I wish to thank you for your letter of August 14 returning the forms that I prepared for Jack Robinson Contractor, Inc., to assign to you monies due him in connection with State Highway Contract 4648.

I will hold the forms intact until I hear from you further as to whether or not they are to be used. In view of your explanation, we will continue to release payments to Mr. Robinson as in the past.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

HBG:jmc

cc: C. H. Maison (2)

HOWARD COOPER CORPORATION

MAIN OFFICE
[illegible] N. E. GLISAN ST.
PHONE BE. 5-6601

P. O. BOX 3704
PORTLAND 8, OREGON

August 14, 1956

Mr. H. B. Glaisyer, Secretary
Oregon State Highway Department
Salem, Oregon

Re: Jack Robinson

Dear Mr. Glaisyer:

This will acknowledge your letter of August 13th containing enclosures in the form of assignment of claim, completely filled out for Mr. Robinson's signature.

Actually when I talked to Mr. Maizon it was not my intent to give notice of claim against Jack Robinson. I merely intended to question your department as to whether or not an assignment form from Jack Robinson would be acceptable to your department.

Just a few days ago, for instance, I met with Mr. Robinson and we discussed various ways and means through which we might be able to give him our cooperation in the event we could work out some guarantee of payment to satisfy the holders of some documents of indebtedness.

Accordingly then, I am returning the assignment forms that you had forwarded to me with instructions to (release) the funds to Mr. Robinson as they become due him, until at least such time as we may work out with him an extension agreement.

Yours very truly,

HOWARD-COOPER CORPORATION

H. A. Lehman
Vice President - Credit Manager

Hal/fb
Encs.

ACKNOWLEDGED
H. B. GLAISYER

NOTED
H. B. GLAISYER

RECEIVED
AUG 15 1956
STATE HIGHWAY COMMISSION

August 13, 1956

Form A-204—1M—0-54

STATE OF OREGON—HIGHWAY DEPARTMENT

ASSIGNMENT OF CLAIM

FOR THE CONSIDERATION OF ten and no/100 ($ 10.00) Dollars, to us paid, we hereby sell, assign and transfer the within claim for all monies that are now due us or which may hereafter become due us from the State of Oregon for performance of work under State Highway Contract No. 4648, grading and topping the Ukiah-Forest Boundary Section of the Ukiah-Hilgard Highway in Umatilla County, Oregon,

to Howard-Cooper Corporation, Portland, Oregon, and authorize and empower said Howard-Cooper Corporation to act as agent for us and in our name, place and stead, to verify said claim and to sign, receipt for and receive any warrant which may hereafter be drawn on the Treasurer of the State of Oregon or the various counties within said State of Oregon in payment of said claim, and to indorse said warrant for payment by said Treasurer; provided, however, that nothing herein shall in any manner supersede or defeat the state's prior and superior claim and interest in and to said funds, and provided further that this assignment is subject to all of the provisions of ORS 366.420, and, if the same is honored, either in whole or in part, by the State Highway Department, such action by the Department shall be controlled at all times by the terms of said statute, not only with respect to payments made but likewise with respect to future payments.

Witness my hand this 13th day of August, 1956

Jack Robinson Contractor, Inc.

Executed in the presence of us as witnesses:

By as President

X

By as Secretary

X

State Printing 78306

...with the surety's consent. ...embarrassing the contractor, we will appreciate it if you will expedite execution of the assignment.

Respectfully yours,

Secretary

P.S. Please return to me the original and 1 copy, both signed. GHS

cc: Jack Robinson Contractor, Inc.
118 E. Thurston
Bend, Oregon

C. K. Maiben (2)

August 13, 1956

Mr. H. A. Lehman, Vice President
Howard Cooper Corporation
Box 3704
Portland 8, Oregon

Dear Mr. Lehman:

I have been informed by our Chief Auditor, Mr. C. H. Maison, that Jack Robinson Contractor, Inc. is indebted to Howard Cooper for services rendered in connection with State Highway Contract No. 4648, for grading and topping the Ukiah-Forest Boundary Section of the Ukiah-Hilgard Highway, Umatilla County. Mr. Maison has asked me to send you a supply of our standard "Assignment of Claim" forms for Mr. Robinson's use in assigning to the Howard Cooper Corporation monies that are owing them from the State of Oregon in connection with this job.

I enclose five copies of the assignment form which I have filled in in conformity with our standard practice. You will note that it is prepared to cover all monies that are now due Jack Robinson Contractor, Inc. or which may hereafter become due that company in connection with this job. We will be glad to honor it if signed by the President and Secretary of Jack Robinson Contractor, Inc. before witnesses provided we also receive a letter from the St. Paul Mercury Indemnity Company, surety on the bond furnished by the contractor in connection with this job consenting to the assignment without prejudice to the bond. We cannot honor the assignment without such surety's consent.

We are withholding further payments to Jack Robinson Contractor, Inc. pending receipt of the assignment with the surety's consent. In order to avoid embarrassing the contractor, we will appreciate it if you will expedite execution of the assignment.

Respectfully yours,

Secretary

P.S. Please return to me the original and 1 copy, both signed. thks

cc: Jack Robinson Contractor, Inc.
118 E. Thurston
Bend, Oregon

C. H. Maison (2)

RECEIVED
JUN 24 1956
FOR FILING

5+15 | 5
4648

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

NOTED
W. C. WILLIAMS

Salem, Oregon
June 21, 1956

SUBJECT: Ukiah-Forest Boundary Section
Ukiah-Hilgard Secondary
Contract No. 4648

To:
Mr. W. C. Williams
Deputy State Highway Engineer
Office

I am forwarding through regular channels Order for State Force Work covering the moving of a power pole owned by the Columbia Power Cooperative Association of Monument, Oregon, which power pole is located 19 feet left of Station 388+52. This power pole occupies private property and it is therefore an obligation of the state to pay for rearrangement of the facility.

I recommend that a letter be addressed to the Columbia Power Cooperative requesting that this pole be moved and advising them that the state will pay the expenses attendant to the move. If they require additional information regarding details of this move, they should contact John H. Walker, Resident Engineer, Pendleton, Oregon.

L. H. Young
Ass't Construction Engineer

LHY:ep

RECEIVED
JUN 22 1956
OFFICE OF
STATE HIGHWAY ENGINEER

Original to Enfield
"For necessary action"

Form E-1—10M—1-56

OREGON STATE HIGHWAY DEPARTMENT

Field Engineer's Weekly Report

FOR CONSTRUCTION PROJECTS ONLY

RECEIVED

S-57(5)

For Week Ending June 1, 19 56

Section Ukiah - Forest Boundary

Highway Ukiah - Hilgard

Contractor Jack Robinson Inc.

Date of contract March 9. 1956, 19 56

Date work started March 12, 19 56

Project authorization . . . . . $ 234,502.88

Exclusive of Engineering . . . . . $ 217,827.12

Kind of work Grading

Section prefix 130 - 1051

Contract number 4648

Date of completion August 31, 1956

Estimated date of completion August 31, 19 56

Per cent of time elapsed 48 %

Estimated cost of completed project, exclusive of engineering . . . . . $ 217,827.12

Estimated per cent overrun or underrun . . . . . %

Per cent of contract completed, based on total contract price . . . . . 29 %

Engineering authorization . . . . . $ 16,675.76

Engineering cost to date $ 12,100, 72.6 %

Date project was completed ....., 19.....

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

Contractor continued grading operations this week placing gravel topping in the area from Sta. 10 to 50. Sub-excavation was done in the area 54+00 to 61+00 on the northerly side of the roadway. This area has remained a very soft and gummy area since it was opened up early in the project and has shown no signs of stabilizing itsself so it was excavated out and backfilled with gravel topping materials. Drilling continued in the cut Sta.184 to189 and some grading work was done in the area Sta.189 to 200. Weather conditions continued wet this week with frequent thundershowers and progress was slow.

The Gravel Topping pit Sta. 87 to 104 developed into considerable trouble this week. This pit area adjoining Sta. 88 to 92 was stripped between the roadway and the Camas Creek channel and the gravel was taken for topping from this area. As near as can be acertained there was probably an old channel in this area at some previous date and the ground or gravel in the area very pourous as soon after we started excavating for the gravel the water systems which are all wells for each residence started to muddy up. I investigated this situation yesterday after having been notified of it and went to the homes and saw the appearance of the water when it came out of the faucets and it was very muddy. I further inquired from several sources to find out if this condition had happened before in times of high water or other times but was unable to find any times when this condition existed to the extent it is at present. This town has no water system except the individual wells.

(over) Continued on separate sheet

Signed Thurston Walker Lee Engr

Address Pendleton, Ore

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own use.

State Printing 93073

NOTED V. D. WOLFE

NOTED L. H. Young

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project	9.99	9.99			
Miles partially completed	3.5	0.8			
Miles completed	-	-			
Total estimated quantities (contract)	323,000 CY	44,000 CY			
Total quantities corrected to date	323,000 CY	44,000 CY			
Estimated quantities moved or placed to date	113,000 CY	3,000 CY			
Average daily quantities	1,200 CY	1,500 CY			
Average daily quantities necessary to complete project on time	2,300 CY	450 CY			
Number shifts per day	1	1 two days			
Hours per shift	8	8			
Average force on project for week	15	5			
Men					
Supervision					
Men and trucks under 3 tons					
Men and trucks over 3 tons					
Men and tractors					

Equipment used during week: Shovels ½ cy, Power graders 2, Rollers ....., Mixers ....., Crushing or screening plants .....
Compressors 1, Bulldozers 3, Compaction rollers ....., 1 wagon drill, 2 DW-21, 2 Inter. Scrapers, 2 carryalls, Part time

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday			
Monday	Cloudy showers		
Tuesday	Cloudy		
Wednesday	Cloudy Showers		
Thursday	Cloudy Heavy Showers		
Friday	Cloudy Heavy Showers		
Saturday			

Also the sanitary facilities are partly outside and a few inside. Reaction to this situation as far as the residents are concerned at the present time is not to great however some of the women are not too happy as they are unable to use the water to wash or drink. The area to date which this affects is approximatly 10 to 12 houses in the southeasterly area of town some of which are estimated to be at least 1200 ft. from our operation.

I ordered the Contractor to cease operations in the area until further notice. I then contacted the Division Office reporting the circumstances and under authorization called Mr. Enfield of our Legal Dept. regarding it. Mr. Enfield advised that we should abandon the area as a gravel site if possible due to possible legal complications. I have advised the residents which I could contact that I have stopped operations at this area until it could be investigated further. Ones who have been contacted have been very decent about the situation and it is hoped that nothing will come from it. This will be watched closely.

On top of this yesterday afternoon, May 31, while I was checking on this situation one of the heavy thundershowers hit in a near cloudburst. this raised Camas Creek quickly and it broke the dike which we had between the creek and the area from which we were taking the gravel. This had been anticipated that such a thing could happen and the Contractor was advised if it did to immediatly open a ditch at the lower end of the gravel area back into the main channel of the creek. To do this he first had to get permission from the owner of the property which he did and no trouble came of the situation.

It is my opinion that this area should be abandoned as a gravel site under the conditions which are present. It is beleived that an additional site can be secured about a mile or so upstream and thus stop any possible chance of serious reaction against the State.

Several more soft areas have shown up this week along the main street of Ukiah. These have been agravated by the rains, our hauling on them and the local traffic. It is my opinion that they will have to be excavated and backfilled with suitable materials. The local people have told me that these spots are not new but a soggy condition has been there for a long time.

The Contractor did not work friday of this week with any of his main crew. This was due to weather conditions mainly.

The field crews continued staking the project this week.

There was very little office work on this project this week.

Considerable time was spent this week taking contractors over the North Unit of the Pendleton-Pilot Rock Section which is coming up for bid.

RECEIVED
JUN 4 1956
OFFICE OF
CONSTRUCTION ENGINEER

RECEIVED
MAY 11 1956
FOR FILING

UNITED STATES DEPARTMENT OF AGRICULTURE
FOREST SERVICE
PACIFIC NORTHWEST REGION

ADDRESS REPLY TO
REGIONAL FORESTER
AND REFER TO

E
ROADS & TRAILS - Umatilla
Camas Creek Road

P.O. BOX 4137
PORTLAND 8, OREGON

MISC. CONTRACTS and AGREEMENTS No. 1120

March 9, 1956

Mr. R. H. Baldock
State Highway Engineer
State Highway Building
Salem, Oregon

Dear Mr. Baldock:

Reference is made to Mr. Porter's (Ukiah Forest Boundary Section, Umatilla County - E ROADS & TRAILS, Oregon, Forest Highways) letter of March 7 and the attached Cooperative Agreement for reconstruction of the Forest Service telephone line on the Ukiah-Hilgard Highway.

We are returning to you one signed copy of the Cooperative Agreement. We wish to thank Mr. Porter and Mr. Glaisyer for their part in processing this agreement.

Very truly yours,

J. HERBERT STONE, Regional Forester

By: R. F. GREFE, Acting

Attachment

Salem, Oregon
March 7, 1956

Ukiah-Forest Boundary Section
Umatilla County

Mr. R. L. Porter
Right of Way Engineer
O f f i c e

Attached hereto for further handling are two copies of an agreement with U.S. Forest Service which will grant to the State a right to use Forest Service right of way and in which the Highway Commission will compensate the Forest Service for the actual cost of relocating a Forest Service telephone line. These copies have been executed by the Highway Commission and are now ready for the signature of the proper official of the Forest Service.

When fully executed please return one copy to this office for the Commission's files.

H. B. Glaisyer
Secretary

rm
Attach: 2

agenda 3-1

AGENDA
Mar 1 1956
NOA
3-1

FORM 850—SOM—2-55—62994

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

February 28, 1956
Salem, Oregon

SUBJECT: AGENDA ITEM-MARCH 1 & 2 MEETING
Ukiah-Forest Boundary Section
Umatilla County

To: Mr. H. B. Glaisyer
Secretary
State Highway Commission
O F F I C E

Will you please place on this agenda the matter of entering into an agreement with the U. S. Forest Service which will grant to the State a right to use Forest Service right of way and in which the Highway Commission will compensate the Forest Service for the actual cost of relocating a Forest Service telephone line. The Forest Service estimate of cost is $7,000.

Two copies of a formal agreement are enclosed for the Commission's execution in case they approve the transaction.

R. L. PORTER
Right of Way Engineer

RLP:smj

Attach.

(A)
sign 2 copies

NOA
R.E.

RECEIVED
APR 21 1956
FOR FILING

S-7(5)
4648

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
April 23rd, 1956

SUBJECT: Ukiah-Forest Bdry.

To: Mr. A. F. Parson
Division Engineer
State Highway Department
LaGrande, Oregon

NOTED
W. C. WILLIAMS

I note Walker's weekly report dated April 20th, 1956 on the Ukiah-Forest Boundary Section indicates that our drainage is inadequate and grades probably too low in places.

Please have an immediate investigation made with recommendations to this office for correcting this condition so that the completed road will be serviceable and properly engineered.

Forrest Cooper
Construction Engineer

FC:AR

cc to: W. C. Williams

RECEIVED
APR 23 1956
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
APR 2 - 1956
FOR FILING

S 7151
4648

April 2, 1956

Jack Robinson Contractor, Inc.
118 E. Thurston St.
Bend, Oregon

Gentlemen:

We enclose herewith for your files a fully executed copy of contract No. 4648, which was awarded to you by the State Highway Commission, on March 9, covering the Ukiah-Forest Boundary Section of the Ukiah-Hilgard Highway in Umatilla County.

A copy of this contract is also being sent to the Surety on your performance bond.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl
encl.

RECEIVED
MAR 20 1956
FOR FILING

S-57(5)
4648

March 20, 1956

Mr. C. G. Polk
District Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

This is to advise you that work was started on March 12, 1956, on Contract No. 4648, Ukiah-Forest Boundary Section, in Umatilla County, in connection with Federal Aid Project No. S-57(5).

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Deputy State Highway Engineer

DEP:ia

RECEIVED
APR 11 1956
FOR FILING

S-17.01
#4648

March 9, 1956

Jack Robinson Contractor, Inc.
118 E. Thurston
Bend, Oregon

Gentlemen:

The State Highway Commission on January 27, 1956 accepted your proposal for grading and topping the Ukiah-Forest Boundary Section of the Ukiah-Hilgard Highway in Umatilla County for the sum of $198,847.00 and referred it to the State Highway Engineer with authority to award the contract to you as soon as certain conditions had been fulfilled. This note is to inform you that such conditions have now been satisfied and that the State Highway Engineer today awarded you the contract in conformity with the Commission's authorization. This project has been assigned Contract No. 4648.

Contract forms are now being prepared in this office and will be mailed to you shortly for execution.

This confirms my wire to you of this date.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

blm
cc: Pac. Builder & Engineer, Inc.
2418 Third Ave.
Seattle 1, Wash.

Attn. Dorothy McCormack

R. G. Savage (SIAC)
Forrest Cooper
S. H. Probert

RECEIVED
FEB 2 1956
FOR FILING

UNITED STATES DEPARTMENT OF AGRICULTURE

COPY

file

P. O

DOMESTIC SERVICE
Check the class of service desired; otherwise this message will be sent as a fast telegram
TELEGRAM
DAY LETTER
NIGHT LETTER

$
S
E

WESTERN UNION
TELEGRAM

1206 (4-55)

W. P. MARSHALL, PRESIDENT

INTERNATIONAL SERVICE
Check the class of service desired; otherwise the message will be sent at the full rate
FULL RATE
LETTER TELEGRAM
SHORE-SHIP

NO. WDS.-CL. OF SVC.	PD. OR COLL.	CASH NO.	CHARGE TO THE ACCOUNT OF	TIME FILED

Send the following message, subject to the terms on back hereof, which are hereby agreed to

Salem, Oregon
March 9, 1956
9:00 a.m.

Jack Robinson Contractor, Inc.
118 E. Thurston
Bend, Oregon

Contract for grading and topping Ukiah-Forest Boundary Section of Ukiah-Hilgard Highway in Umatilla County for which you submitted low bid on January 27, 1956 awarded you today. Contract forms follow shortly.

H. B. Glaisyer, Secretary
OREGON STATE HIGHWAY COMM.

cc: Confirmation
Accounting (5003-900)
Files
C. W. Head

sions are shown on a copy of the plans which is attached. The need for these connections will exist until the Forest Service is able to move all of the telephone line to the new highway.

Very truly yours,

J. HERBERT STONE, Regional Forester

/s/ R. F. Grefe

By: R. F. GREFE, Acting

Attachments (2)

Original + attachments to Mr. Porter "appears ok to me if legally OK"

RECEIVED
FEB 2 1956
FOR FILING

UNITED STATES DEPARTMENT OF AGRICULTURE

file

COPY

P. O. Box 4137
Portland 8, Oregon

February 24, 1956

Fed. Aid
E
ROADS & TRAILS
Oregon
Forest Highways

S 7 (5) Mr. R. H. Baldock
State Highway Engineer
State Highway Building
Salem, Oregon

Dear Mr. Baldock:

Reference is made to our meeting with Mr. Porter of your office concerning the rights of way and telephone replacement work on the Ukiah-Forest Boundary section of the Ukiah-Hilgard Highway project No. S 57 (5). The following points of agreement were reached:

1. The Forest Service is prepared to issue to the State an occupancy and use permit covering existing Forest Service road rights of way. This permit is now being prepared and will be forwarded to you as soon as it is ready. The highway plans will be made a part of the permit in order to reduce the amount of detail in the permit.

2. The Forest Service will need from the State a permit or franchise for a continuous telephone line along the north side of the new highway.

3. The Forest Service will need a request from the State if the State wishes the Forest Service to build the replacement telephone line on our rights of way (Station 125 to the east end of the project) through cooperative work arrangement. A draft copy of the proposed cooperative agreement is attached for your review. If acceptable, we will prepare additional copies.

4. At points on the reconstructed highway where the Forest Service desires to use the old road for maintenance of its existing telephone line, the State will install connections and will place wire gates on the old road. These connections are shown on a copy of the plans which is attached. The need for these connections will exist until the Forest Service is able to move all of the telephone line to the new highway.

Very truly yours,

J. HERBERT STONE, Regional Forester

/s/ R. F. Grefe

By: R. F. GREFE, Acting

Attachments (2)

Original + attachments to Mr. Porter "appears OK to me if legally OK."

RECEIVED

FOR FILING

R E S O L U T I O N

e of the laws of the State of Oregon, as set forth Revised Statutes, the State Highway Commission is ed to acquire by purchase, agreement, donation, or power of eminent domain, real property, or any ein, including any easement or rights of access, Commission necessary for highway purposes, to wit: her for the original location of or for the widening, wise changing any highway, road or street; quarry orage sites; stock pile sites; or for the acquisition building materials; approach or hauling roads; connecting highway drainage; drainage tunnels; or for the elimination dious points of entry from adjacent property to state aintenance of an unobstructed view of any state highway ne safety of the traveling public; and,

purpose of providing a highway which will more adequately blic, the Highway Commission plans and proposes to aprove and maintain the Ukiah-West Forest Boundary ilgard Secondary Highway; and

purpose of relocating, constructing, improving and maintaining the said highway, to the end that human lives may be saved, property damage minimized, transportation by motor vehicles promoted, highway travel in general safeguarded, and public welfare promoted, it is the judgment of the Commission that the real properties hereinafter described are necessary.

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission as follows:

1. The Commission does hereby find and declare that there is needed and required, for the construction, improvement, betterment and maintenance of highways of the state highway system, and the relocation, construction, improvement and maintenance of the said Ukiah-West Forest Boundary Section of the Ukiah-Hilgard Secondary Highway, fee simple title to certain parcels of real property. The said parcels of real property needed and required, or which in the best interests of the State and the owners should be acquired, and the specific use to be made thereof, are more particularly described in the attached list, marked Exhibit "A", under the Commission's respective file number and the name of the record owner or reputed owner; and said Exhibit "A" is by this reference adopted and made a part hereof as completely and fully as though set forth herein in full.

2. That the relocation, construction, improvement and maintenance of the said Ukiah-West Forest Boundary Section of the Ukiah-Hilgard Secondary Highway and the highway facilities for which each of the said parcels of property is required and being taken in necessary in the public interest, and the same has been planned, designed, located, and will be constructed in a manner which will be most compatible with the greatest public good and the least private injury or damage.

3. That the Legal and Right of Way Department is directed to attempt to agree with the owners and other persons having an interest in said parcels of real property as to the compensation to be paid for the taking; and in the event that no satisfactory agreement can be reached, then the Chief Counsel is directed and authorized to commence and prosecute to final determination

R E S O L U T I O N

WHEREAS, by virtue of the laws of the State of Oregon, as set forth and defined in Oregon Revised Statutes, the State Highway Commission is authorized and empowered to acquire by purchase, agreement, donation, or by the exercise of the power of eminent domain, real property, or any right or interest therein, including any easement or rights of access, deemed by the Highway Commission necessary for highway purposes, to wit: For rights of way, either for the original location of or for the widening, straightening or otherwise changing any highway, road or street; quarry sites; gravel pits; storage sites; stock pile sites; or for the acquisition or manufacture of roadbuilding materials; approach or hauling roads; connecting roads; frontage roads; highway drainage; drainage tunnels; or for the elimination or prevention of hazardous points of entry from adjacent property to state highways; or for the maintenance of an unobstructed view of any state highway so as to provide for the safety of the traveling public; and,

WHEREAS, for the purpose of providing a highway which will more adequately serve the traveling public, the Highway Commission plans and proposes to relocate, construct, improve and maintain the Ukiah-West Forest Boundary Section of the Ukiah-Hilgard Secondary Highway; and

WHEREAS, for the purpose of relocating, constructing, improving and maintaining the said highway, to the end that human lives may be saved, property damage minimized, transportation by motor vehicles promoted, highway travel in general safeguarded, and public welfare promoted, it is the judgment of the Commission that the real properties hereinafter described are necessary.

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission as follows:

1. The Commission does hereby find and declare that there is needed and required, for the construction, improvement, betterment and maintenance of highways of the state highway system, and the relocation, construction, improvement and maintenance of the said Ukiah-West Forest Boundary Section of the Ukiah-Hilgard Secondary Highway, fee simple title to certain parcels of real property. The said parcels of real property needed and required, or which in the best interests of the State and the owners should be acquired, and the specific use to be made thereof, are more particularly described in the attached list, marked Exhibit "A", under the Commission's respective file number and the name of the record owner or reputed owner; and said Exhibit "A" is by this reference adopted and made a part hereof as completely and fully as though set forth herein in full.

2. That the relocation, construction, improvement and maintenance of the said Ukiah-West Forest Boundary Section of the Ukiah-Hilgard Secondary Highway and the highway facilities for which each of the said parcels of property is required and being taken in necessary in the public interest, and the same has been planned, designed, located, and will be constructed in a manner which will be most compatible with the greatest public good and the least private injury or damage.

3. That the Legal and Right of Way Department is directed to attempt to agree with the owners and other persons having an interest in said parcels of real property as to the compensation to be paid for the taking; and in the event that no satisfactory agreement can be reached, then the Chief Counsel is directed and authorized to commence and prosecute to final determination

R E S O L U T I O N

WHEREAS, by virtue of the laws of the State of Oregon, as set forth and defined in Oregon Revised Statutes, the State Highway Commission is authorized and empowered to acquire by purchase, agreement, donation, or by the exercise of the power of eminent domain, real property, or any right or interest therein, including any easement or rights of access, deemed by the Highway Commission necessary for highway purposes, to wit: For rights of way, either for the original location of or for the widening, straightening or otherwise changing any highway, road or street; quarry sites; gravel pits; storage sites; stock pile sites; or for the acquisition or manufacture of roadbuilding materials; approach or hauling roads; connecting roads; frontage roads; highway drainage; drainage tunnels; or for the elimination or prevention of hazardous points of entry from adjacent property to state highways; or for the maintenance of an unobstructed view of any state highway so as to provide for the safety of the traveling public; and,

WHEREAS, for the purpose of providing a highway which will more adequately serve the traveling public, the Highway Commission plans and proposes to relocate, construct, improve and maintain the Ukiah-West Forest Boundary Section of the Ukiah-Hilgard Secondary Highway; and

WHEREAS, for the purpose of relocating, constructing, improving and maintaining the said highway, to the end that human lives may be saved, property damage minimized, transportation by motor vehicles promoted, highway travel in general safeguarded, and public welfare promoted, it is the judgment of the Commission that the real properties hereinafter described are necessary.

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission as follows:

1. The Commission does hereby find and declare that there is needed and required, for the construction, improvement, betterment and maintenance of highways of the state highway system, and the relocation, construction, improvement and maintenance of the said Ukiah-West Forest Boundary Section of the Ukiah-Hilgard Secondary Highway, fee simple title to certain parcels of real property. The said parcels of real property needed and required, or which in the best interests of the State and the owners should be acquired, and the specific use to be made thereof, are more particularly described in the attached list, marked Exhibit "A", under the Commission's respective file number and the name of the record owner or reputed owner; and said Exhibit "A" is by this reference adopted and made a part hereof as completely and fully as though set forth herein in full.

2. That the relocation, construction, improvement and maintenance of the said Ukiah-West Forest Boundary Section of the Ukiah-Hilgard Secondary Highway and the highway facilities for which each of the said parcels of property is required and being taken in necessary in the public interest, and the same has been planned, designed, located, and will be constructed in a manner which will be most compatible with the greatest public good and the least private injury or damage.

3. That the Legal and Right of Way Department is directed to attempt to agree with the owners and other persons having an interest in said parcels of real property as to the compensation to be paid for the taking; and in the event that no satisfactory agreement can be reached, then the Chief Counsel is directed and authorized to commence and prosecute to final determination such suit or action as may be necessary to acquire title to said parcels of real property, or interest therein.

4. That upon the trial of any suit or action instituted to acquire the said real property, the Chief Counsel or, in his absence, any Assistant Attorney for the State Highway Commission, is authorized to make such stipulation, agreement or admission as in his judgment may be for the best interests of the State of Oregon.

5. That this resolution be entered in full in the minutes and records of the Commission this 26th day of January, 1956, as Condemnation Resolution No. _____.

File No. 24463
Owner: Glenn E. Leverenz
Use: The following described real property is necessary for right of way purposes for the relocation, construction, improvement and maintenance of the Ukiah-West Forest Boundary Section of the Ukiah-Hilgard Secondary Highway, to wit:

Parcel No. 1

A parcel of land lying in the East half of the Southwest quarter of the Northeast quarter (E½ SW¼ NE¼) and in the Southeast quarter of the Northeast quarter (SE¼ NE¼) of Section 14, Township 5 South, Range 31 East, W.M., Umatilla County, Oregon; the said parcel being that portion of said subdivisions lying southerly of the existing Ukiah-Hilgard Highway and lying northerly of a line which is parallel to and 40 feet southerly of the center line of the Ukiah-Hilgard Highway as said highway has been relocated, which center line is described as follows:

Beginning at Engineer's centerline Station 84+41.16, said Station being 48 feet North and 412 feet East of the Monumented center of said Section 14; thence on a spiral curve left (the long chord of which bears North 83° 31' 03" East) 400 feet; thence on a 716.20 foot radius curve left (the long chord of which bears North 66° 20' 07" East) 162.80 feet; thence on a spiral curve left (the long chord of which bears North 49° 09' 11" East) 400 feet; thence North 43°49'24" East, 1596.04 feet to Station 110+00, said center line crossing the West line of said East half of the Southwest quarter of the Northeast quarter (E½ SW¼ NE¼) and the North line of said Southeast quarter of the Northeast quarter (SE¼ NE¼) approximately at Stations 86+92 and 107+15, respectively.

Bearings used herein are based upon the Oregon Coordinate System, North Zone.

The parcel of land to which this description applies contains 2.25 acres.

Parcel No. 3

A parcel of land lying in the Northwest quarter of the Northwest quarter (NW¼ NW¼) of Section 13, and the Southwest quarter of the Southwest quarter (SW¼ SW¼) of Section 12, Township 5 South, Range 31 East, W.M., Umatilla County, Oregon; the said parcel being that portion of said subdivisions included in a strip of land of variable width, lying on each side of the center line of the Ukiah-Hilgard Highway as said highway has been relocated, which center line is described as follows:

Beginning at Engineer's centerline Station 110+00, said Station being 1161 feet South and 2856 feet West of the South quarter (S¼) corner of said Section 12; thence North 43° 49' 24" East, 1247.34 feet; thence on a spiral curve right (the long chord of which bears North 45° 09' 24" East) 400 feet; thence on a 2864.79 foot radius curve right (the long chord of which bears North 53° 22' 31.5" East) 555.21 feet; thence on a spiral curve right (the long chord of which bears North 61° 35' 39" East) 400 feet to Station 136+02.55, said center line crossing the West line of said Northwest quarter of the Northwest quarter (NW¼ NW¼) of Section 13 and the East line of said Southwest quarter of the Southwest quarter (SW¼ SW¼) of Section 12 approximately at Stations 113+63 and 131+25, respectively.

The widths in feet of the strip of land above referred to are as follows:

Station	to	Station	Width on Northerly Side of Center Line	Width on Southerly Side of Center Line
110+00		120+50	40 feet	
120+50		North line of Section 13	55 feet	
South line of Sec. 12		128+50	40 feet in a straight line to 90 feet	
			90 feet in a straight line to 45 feet	
128+50		129+50	45 feet	40 feet
129+50		132+02.55	40 feet	40 feet
132+02.55		136+02.55		40 feet in a straight line to 60 feet
110+00		120+50		
120+50		127+00		60 feet in a straight line to 40 feet
127+00		128+00		40 feet
128+00		129+50		40 feet
129+50		132+02.55		
132+02.55		136+02.55		

Bearings used herein are based upon the Oregon Coordinate System, North Zone.

The parcel of land to which this description applies contains 1.56 acres outside of the existing right of way.

The following described real property is necessary for the acquisition of roadbuilding materials for use in connection with the construction and maintenance of highways of the state highway system, to wit:

Parcel No. 2

A parcel of land lying in the East half of the Southwest quarter of the Northeast quarter ($E\frac{1}{2}$ $SW\frac{1}{4}$ $NE\frac{1}{4}$) and in the Southeast quarter of the Northeast quarter ($SE\frac{1}{4}$ $NE\frac{1}{4}$) of Section 14, Township 5 South, Range 31 East, W.M., Umatilla County, Oregon; the said parcel being described as follows:

Beginning at the Southwest corner of said East half of the Southwest quarter of the Northeast quarter ($E\frac{1}{2}$ $SW\frac{1}{4}$ $NE\frac{1}{4}$); thence East along the South line of the South half of the Northeast quarter ($S\frac{1}{2}$ $NE\frac{1}{4}$) of said Section 14 a distance of 860 feet; thence northeasterly in a straight line to a point on the southeasterly line of Parcel No. 1 above, opposite and 40 feet southeasterly of Station 104+00 on the center line of the relocated Ukiah-Hilgard Highway; thence southwesterly along the southeasterly line of said Parcel No. 1 to the West line of said East half of the Southwest quarter of the Northeast quarter ($E\frac{1}{2}$ $SW\frac{1}{4}$ $NE\frac{1}{4}$); thence South to the place of beginning.

The parcel of land to which this description applies contains 7.55 acres.

File No. 24464
Owner: J. A. Rhodes
Use: The following described real porperty is necessary for right of way purposes for the relocation, construction, improvement and maintenance of the Ukiah-West Forest Boundary Section of the Ukiah-Hilgard Secondary Highway, to wit:

A parcel of land lying in the Southeast quarter of the Northeast quarter (SE¼ NE¼) of Section 14, Township 5 South, Range 31 East, W.M., Umatilla County, Oregon, the said parcel being that portion of said Southeast quarter of the Northeast quarter (SE¼ NE¼) lying northwesterly of the existing Ukiah-Hilgard Highway and included in a strip of land of variable width, lying on the northwesterly side of the center line of the Ukiah-Hilgard Highway as said highway has been relocated, which center line is described as follows:

Beginning at Engineer's centerline Station 84+41.16, said Station being 48 feet North and 412 feet East of the Monumented center of said Section 14; thence on a spiral curve left (the long chord of which bears North 83° 31' 03" East) 400 feet; thence on a 716.20 foot radius curve left (the long chord of which bears North 66° 20' 07" East) 162.80 feet; thence on a spiral curve left (the long chord of which bears North 49° 09' 11" East) 400 feet; thence North 43° 49' 24" East, 1596.04 feet to Station 110+00, said center line crossing the North line of said Southeast quarter of the Northeast quarter (SE¼ NE¼) apprcximately at Station 107+15.

The widths in feet of the strip of land above referred to are as follows:

Station	to	Station	Width on the Northwesterly Side of Center Line
84+41.16		105+00	40 feet
105+00		160+50	40 feet in a straight line to 60 feet
106+50		110+00	60 feet in a straight line to 40 feet

Bearings used herein are based upon the Oregon Coordinate System, North Zone.

The parcel of land to which this description applies contains 0.05 acre.

EXHIBIT A

File No. 24464
Owner: J. A. Rhodes
Use: The following described real porperty is necessary for right of way purposes for the relocation, construction, improvement and maintenance of the Ukiah-West Forest Boundary Section of the Ukiah-Hilgard Secondary Highway, to wit:

A parcel of land lying in the Southeast quarter of the Northeast quarter ($SE\frac{1}{4}$ $NE\frac{1}{4}$) of Section 14, Township 5 South, Range 31 East, W.M., Umatilla County, Oregon, the said parcel being that portion of said Southeast quarter of the Northeast quarter ($SE\frac{1}{4}$ $NE\frac{1}{4}$) lying northwesterly of the existing Ukiah-Hilgard Highway and included in a strip of land of variable width, lying on the northwesterly side of the center line of the Ukiah-Hilgard Highway as said highway has been relocated, which center line is described as follows:

Beginning at Engineer's centerline Station 84+41.16, said Station being 48 feet North and 412 feet East of the Monumented center of said Section 14; thence on a spiral curve left (the long chord of which bears North 83° 31' 03" East) 400 feet; thence on a 716.20 foot radius curve left (the long chord of which bears North 66° 20' 07" East) 162.80 feet; thence on a spiral curve left (the long chord of which bears North 49° 09' 11" East) 400 feet; thence North 43° 49' 24" East, 1596.04 feet to Station 110+00, said center line crossing the North line of said Southeast quarter of the Northeast quarter ($SE\frac{1}{4}$ $NE\frac{1}{4}$) approximately at Station 107+15.

The widths in feet of the strip of land above referred to are as follows:

Station	to	Station	Width on the Northwesterly Side of Center Line
84+41.16		105+00	40 feet
105+00		160+50	40 feet in a straight line to 60 feet
106+50		110+00	60 feet in a straight line to 40 feet

Bearings used herein are based upon the Oregon Coordinate System, North Zone.

The parcel of land to which this description applies contains 0.05 acre.

EXHIBIT A

File No. 24466
Owner: Melton E. McMillin and Rosie McMillin
Use: The following described real property is necessary for right of way purposes for the relocation, construction, improvement and maintenance of the Ukiah-West Forest Boundary Section of the Ukiah-Hilgard Secondary Highway, to wit:

Parcel No. 1

A parcel of land lying in the Southeast quarter of the Southwest quarter (SE¼ SW¼) of Section 12, Township 5 South, Range 31 East, W.M., Umatilla County, Oregon; the said parcel being that portion of said Southeast quarter of the Southwest quarter (SE¼ SW¼) included in a strip of land of variable width, lying on each side of the center line of the Ukiah-Hilgard Highway as said highway has been relocated, which center line is described as follows:

Beginning at Engineer's centerline Station 122+47.34, said Station being 261 feet South and 1992 feet West of the South quarter (S¼) corner of said Section 12; thence on a spiral curve right (the long chord of which bears North 45° 09' 24" East) 400 feet; thence on a 2864.79 foot radius curve right (the long chord of which bears North 53° 22' 31.5" East) 555.21 feet; thence on a spiral curve right (the long chord of which bears North 61° 35' 39" East) 400 feet; thence North 62° 55' 39" East, 1397.45 feet to Station 150+00 said center line crossing the West and East lines of said Southeast quarter of the Southwest quarter (SE¼ SW¼) approximately at Stations 131+25 and 145+92, respectively.

The widths in feet of the strip of land above referred to are as follows:

Station	to	Station	Width on Northerly Side of Center Line	Width on Southerly Side of Center Line
129+50		132+02.55	45 feet	40 feet
132+02.55		147+00	40 feet	40 feet

Bearings used herein are based upon the Oregon Coordinate System, North Zone.

The parcel of land to which this description applies contains 2.70 acres.

Use: The following described real property is necessary, in connection with the relocation, construction, improvement and maintenance of the Ukiah-West Forest Boundary Section of the Ukiah-Hilgard Secondary Highway, for right of way purposes for the construction and maintenance of a connecting road between said relocated and existing Ukiah-Hilgard Secondary Highway, to wit:

Parcel No. 2

A parcel of land lying in the Southeast quarter of the Southwest (SE¼ SW¼) of Section 12, Township 5 South, Range 31 East, W.M., Umatilla County, Oregon; the said parcel being a strip of land extending from the northerly line of Parcel No. 1 above to the southerly right of way line of the existing Ukiah-Hilgard Highway, said strip of land being 60 feet in width, 30 feet on each side of the center line of a road connection from the relocated Ukiah-Hilgard Highway to the existing Ukiah-Hilgard Highway, which center line is described as follows:

Beginning at Engineer's centerline Station 0+00 equals Station 134+35 on the center line of said relocated Ukiah-Hilgard Highway, said Station being 465 feet North and 1061 feet West of the South quarter (S¼) corner of said Section 12; thence North 27° 46' 21" West 162.8 feet; thence on a 143.24 foot radius curve right (the long chord of which bears North 5° 00' 09" East) 163.9 feet to Station 3+26.7; said center line of the road connection crossing the northerly line of said Parcel No. 1 and the southerly right of way line of the existing Ukiah-Hilgard Highway, approximately at Stations 0+40 and 2+30, respectively.

Bearings used herein are based upon the Oregon Coordinate System, North Zone.

The parcel of land to which this description applies contains 0.26 acres.

File No. 24468
Owner: Clair Metteer
Use: The following described real property is necessary for right of way purposes for the relocation, construction, improvement and maintenance of the Ukiah-West Forest Boundary Section of the Ukiah-Hilgard Secondary Highway, including its use for the re-alignment of the channel of a creek, to wit:

Parcel No. 1

A parcel of land lying in the Southeast quarter of the Southwest quarter (SE¼ SW¼) and the South half of the Southeast quarter (S½ SE¼) of Section 4, Township 5 South, Range 32 East, W.M., Umatilla County, Oregon; the said parcel being that portion of said subdivisions included in a strip of land of variable width, lying on each side of the center line of the Ukiah-Hilgard Highway as said highway has been relocated, which center line is described as follows:

Beginning at Engineer's centerline Station 286+98.04, said Station being 381 feet South and 46 feet East of the Southwest corner of said Section 4; thence on a spiral curve left (the long chord of which bears North 86° 19' 30" East) 375 feet; thence on a 3819.72 foot radius curve left (the long chord of which bears North 71° 37' 37.5" East) 1709.65 feet; thence on a spiral curve left (the long chord of which bears North 56° 55' 45" East) 375 feet; thence North 55° 59' 29" East, 263.46 feet; thence on a spiral curve right (the long chord of which bears North 57° 19' 29" East) 400 feet; thence on a 2864.79 foot radius curve right (the long chord of which bears North 71° 38' 01.5" East) 1164.24 feet; thence on a spiral curve right (the long chord of which bears North 88° 36' 34" East) 800 feet; thence South 88° 43' 26" East, 1214.61 feet to Station 350+00, said center line crossing the South line of the Southeast quarter of the Southwest quarter (SE¼ SW¼) and the East line of the South half of the Southeast quarter (S½ SE¼) of said Section 4 approximately at Stations 305+03 and 342+35, respectively.

The widths in feet of the strip of land above referred to are as follows:

Station	to	Station	Width on Northerly Side of Center Line	Width on Southerly Side of Center Line
300+00		311+57.69	75 feet	
311+57.69		321+00	40 feet	
321+00	East line of SW¼SE¼ of said Sec. 4		Northerly R/W line of existing highway	
West line of SE¼SE¼ of said Sec. 4		334+00	40 feet	
334+00		337+00	90 feet	
337+00		350+00	40 feet	
300+00		320+00		40 feet
320+00		337+85.39		350 feet
337+85.39		341+00		60 feet
341+00		350+00		40 feet

Bearings used herein are based upon the Oregon Coordinate System, North Zone.

The parcel of land to which this description applies contains 21.5 acres, of which 3.1 acres lie within the existing right of way and 18.4 acres lie outside of the existing right of way.

The following described real property is necessary for the acquisition of roadbuilding materials to be used in connection with the construction and maintenance of highways of the state highway system, to wit:

Parcel No. 2

A parcel of land lying in the Southwest quarter of the Southeast quarter (SW¼ SE¼) of Section 4, Township 5 South, Range 32 East, W.M., Umatilla County, Oregon; the said parcel being that portion of said Southwest quarter of the Southeast quarter (SW¼ SE¼) lying northerly of the existing Ukiah-Hilgard Highway and lying easterly of a line at right angles to the center line of the relocated Ukiah-Hilgard Highway at Station 321+00, said center line being described in Parcel No. 1 above.

The parcel of land to which this description applies contains 6.0 acres, more or less.

File No. 24472
Owner: F. R. Rhinhart
Use: The following described real property is necessary for right of way purposes for the relocation, construction, improvement and maintenance of the Ukiah-West Forest Boundary Section of the Ukiah-Hilgard Secondary Highway including its use for the acquisition of roadbuilding materials to be used in connection with the construction and maintenance of highways of the state highway system, to wit:

A parcel of land lying in the East half of the Southwest quarter of the Southeast quarter ($E\frac{1}{2}$ $SW\frac{1}{4}$ $SE\frac{1}{4}$) and the East half of the Southeast quarter ($E\frac{1}{2}$ $SE\frac{1}{4}$) of Section 2; South half of the Northwest quarter ($S\frac{1}{2}$ $NW\frac{1}{4}$) and the Northwest quarter of the Southwest quarter ($NW\frac{1}{4}$ $SW\frac{1}{4}$) of Section 1, Township 5 South, Range 32 East, W.M., Umatilla County, Oregon; the said parcel being that portion of said subdivisions lying Southerly of the existing Ukiah-Hilgard Highway and included in a strip of land variable in width, lying on each side of the center line of the Ukiah-Hilgard Highway as said highway has been relocated, which center line is described as follows:

Beginning at Engineer's center line Station 423+12.21, said Station being 1186 feet North and 2640 feet West of the Southeast corner of said Section 2; thence North 87° 25' 18" East, 1673.38 feet; thence on a spiral curve left (the long chord of which bears North 82° 05' 31" East), 400 feet; thence on a 716.20 foot radius curve left (the long chord of which bears North 61° 57' 54" East), 236.42 feet; thence on a spiral curve left (the long chord of which bears North 41° 50' 17" East), 400 feet; thence North 36° 30' 30" East, 2308.32 feet; thence on a spiral curve right (the long chord of which bears North 37° 10' 30" East), 400 feet; thence on a 5729.58 foot radius curve right (the long chord of which bears North 42° 41' 20" East), 836.11 feet to Station 485+66.44, said center line crossing the West line of said East half of the Southwest quarter of the Southeast quarter of Section 2, and the North line of said South half of the Northwest quarter of Section 1, approximately at Stations 429+43 and 478+46, respectively.

The widths in feet of the strip of land above referred to are as follows:

Station	to Station	Width on Northerly Side of Center Line	Width on Southerly Side of Center Line
423+12.21	456+00	40 feet	40 feet
456+00	463+00	90 feet	40 feet
463+00	469+00	40 feet	40 feet
469+00	473+00	40 feet	240 feet
473+00	477+30.33	40 feet	40 feet
477+30.33	485+66.44	60 feet	40 feet

(Bearings used herein are based upon the Oregon Co-ordinate System, North Zone.)

The parcel of land to which this description applies contains 6.20 acres.

FORM S-100 5M REVISED 5-55

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Glaisyer

COMMISSIONERS
BEN R. CHANDLER, CHAIRMAN
Coos Bay
CHAS. H. REYNOLDS, MEMBER
La Grande
M. K. McIVER, MEMBER
Portland
H. B. GLAISYER
Secretary

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OREGON
STATE HIGHWAY DEPARTMENT
SALEM

R. H. BALDOCK
State Highway Engineer
W. C. WILLIAMS
1st Asst. State Hwy. Engr.
W. W. STIFFLER
2nd Asst. State Hwy. Engr.
C. W. ENFIELD
Chief Counsel

January 19, 1956

TO PROSPECTIVE BIDDERS ON THE
UKIAH-FOREST BOUNDARY SECTION
GRADING AND TOPPING PROJECT

NOTED
FLOYD QUERY

Gentlemen:

This letter is to advise you of changes in the Special Provisions, Proposal and Plans for the above-named project, bids for which are to be received January 27, 1956.

On page 1 of the special provisions under the heading "Work to be Done" insert a new paragraph, "2. Construction of 3 reinforced concrete box culverts", and renumber succeeding paragraphs; also on page 1 under the heading "Plans" the figure "20 sheets" should be corrected to read "22 sheets". On page 2 under the heading "Plans" add "Revised - Jan. 18, 1956".

A new insert sheet (6a) is enclosed herewith covering provisions for "Reinforced Concrete Box Culverts" and also revised bid sheets 1, 2 and 3, covering revised quantities and additional bid items. These bid sheets are marked "Revised" and must be used in submitting your bid on the project.

We are also enclosing standard drawing Nos. 9795 and 11363 for standard box culverts. The approximate net quantities for each 5½' x 6½' x 40' box culvert are: Class "A" Concrete - 32 cu. yds., Metal Reinforcement 4,377 lbs. and Drainage Excavation 10 cu.yds. An 18-inch Concrete Pipe, 64 feet long, is to be installed at Station 329+00, requiring Drainage Excavation approx. 13 cu. yds.; three 78-inch Corr. Metal Pipes, totaling approximately 168 lin. ft. in length are being replaced by the reinforced concrete box culverts. The plan sheets will be corrected accordingly.

The changes herein referred to will be incorporated in the contract for the project and your bid will be understood to have been made with the knowledge of and the proper consideration of all factors involved.

Very truly yours,

R. H. Baldock
State Highway Engineer

By W. C. Williams

W. C. Williams
Deputy State Highway Engineer

Ukiah-Forest Boundary Section

Revised

REINFORCED CONCRETE BOX CULVERTS

Work to be Done:

Under these provisions, the contractor shall construct reinforced concrete box culverts with standard inlets as follows:

1. At Station 135+00, a 5½'x6½'x40' reinforced concrete box culvert as detailed on Drawings 9795 and 11363.

2. At Station 181+50, a 5½'x6½'x40' reinforced concrete box culvert as detailed on Drawings 9795 and 11363.

3. At Station 330+00, a 5½'x6½'x40' reinforced concrete box culvert as detailed on Drawings 9795 and 11363.

Specifications:

The construction of the concrete box culverts shall be performed in conformance to the standard specifications, including particularly Division 2, Section 34.

Measurement and Payment:

The basis of measurement and payment for the construction of concrete box culverts, as specified, will be as set forth in the standard specification. The pay items will be:

1. Class "A" Concrete
2. Metal Reinforcement

Ukiah-Forest Boundary Section,
Grading and Topping

Revised

Item No.	Item		Unit Price	Amount
1.	Clearing and Grubbing	All Specified		
	For _____	Lump Sum	$____	$_____
2.	Drainage Excavation, Unclassified	740 cu. yds.		
	For _____	per cu. yd.	$____	$_____
3.	General Excavation, Unclassified	323,000 cu. yds.		
	For _____	per cu. yd.	$____	$_____
4.	Short Overhaul	460,700 yd. sta.		
	For _____	per yd. sta.	$____	$_____
5.	Long Overhaul	2,800 C-yd.sta.		
	For _____	per C-yd.sta.	$____	$_____
6.	Finishing Roadbed and Slopes	9.99 miles		
	For _____	per mile	$____	$_____
7.	Rounding Cutbanks	19,000 lin. ft.		
	For _____	per lin. ft.	$____	$_____
8.	24-inch Corrugated Metal Pipe	40 lin. ft.		
	For _____	per lin. ft.	$____	$_____
9.	78-inch Corrugated Metal Pipe, Uncoated	360 lin. ft.		
	For _____	per lin. ft.	$____	$_____

Ukiah-Forest Boundary Section

Revised
Sheet No. 2

Item No.	Item		Unit Price	Amount
10.	12-inch Concrete Pipe	480 lin. ft.		
	For _____	per lin. ft.	$____	$_____
11.	18-inch Concrete Pipe	1,680 lin. ft.		
	For _____	per lin. ft.	$____	$_____
12.	24-inch Concrete Pipe	400 lin. ft.		
	For _____	per lin. ft.	$____	$_____
13.	36-inch Concrete Pipe	300 lin. ft.		
	For _____	per lin. ft.	$____	$_____
14.	6-inch Perforated Metal Drain Pipe, Uncoated	350 lin. ft.		
	For _____	per lin. ft.	$____	$_____
15.	Special Backfill in Drains	44 cu. yds.		
	For _____	per cu. yd.	$____	$_____
16.	Class "A" Concrete	100 cu. yds.		
	For _____	per cu. yd.	$____	$_____
17.	Metal Reinforcement	14,000 lbs.		
	For _____	per lb.	$____	$_____
18.	1-inch Galvanized Water Pipe	90 lin. ft.		
	For _____	per lin. ft.	$____	$_____

Ukiah-Forest Boundary Section

Revised
Sheet No. 3

Item No.	Item		Unit Price	Amount
19.	Selected Roadbed Topping	44,000 cu. yds.		
	For _____	per cu. yd.	$_____	$_____
20.	Hauling Roadbed Topping	50,000 yd. mi.		
	For _____	per yd. mi.	$_____	$_____
21.	Sprinkling	880 M-gals.		
	For _____	per M-gal.	$_____	$_____

Total Amount of Bid $_____

S-11[illegible] (4) [illegible] Dist.-Oak Gr. School 1.56
[illegible]
1616

Form A-180—10M—7-56

NOTED
Harold C. Ayers

INVOICE

Oregon State Highway Department

SALEM, OREGON

1 — 11 1 (4)

Linn County

Albany, Oregon

RECEIVED
JUL 15 1957

Attn: County Court

Invoice No. 51451

Date July 12, 1957

Your Req. No.

Billing Request No. CC 312

Credit distribution: 522-1062-297

Final billing Tangent Junct on-Oak Creek School Section, FAC 216, covered by agreement dated March, 1956.

Federal advance deposit	11,100.00	
Less amount previously transferred	8,600.00	
Balance in advance deposit		2,500.00
County share total cost as per attached statement	5,676.09	
Less amount previously transferred	5,400.00	276.09
Refund due County		2,223.91

NOTED
C. G. SWENSON

ACKNOWLEDGMENT OF BILLING REQUEST

Cash Received with Invoice $ _____

By _____

State Printing 98065

State Highway Engineer

By

John F. Hagemann
Asst. Engr., County & City Relations

JFH:mm
Att.

NOTED
C. G. SWENSON

NOTED
J R. JONES

NOTED
Harold C. Ayers

July 12, 1957

Linn County Court
Courthouse
Albany, Oregon

NOTED
John F. Hagemann

Gentlemen:

Final costs for the Tangent Junction-Oak Creek School Section of FAS 216 have now been determined and are shown in the attached itemized statement. In accordance with the agreement between county and state the county's share of these costs is $8,876.09. As the county initially deposited $11,100 towards this project a refund of $2,223.91 is due.

This refund will be made by means of a check from our accounting division within the next few days.

Very truly yours,

W. C. Williams
State Highway Engineer

By

John F. Hagemann
Asst. Engr., County & City Relations

JFH:mm
Att.

NOTED
C. G. SWENSON

Completed - 8/10/[illegible]

OREGON STATE HIGHWAY DEPARTMENT — ITEMIZED STATEMENT OF FINAL COSTS

County Linn — Contract No. 4[illegible]49 — Date 7.11.[illegible]57

FAS 216 — Section Tangent Junction-Oak Creek School

PAYMENTS TO CONTRACTOR

	Item	Unit	Unit Price	Total Qty.	Total Cost
1.	Asph. conc. mixture in patching	Ton	$ 4.00	[illegible].03	$ 408.00
2.	Asph. conc. mixture "B"	Ton	3.70	7,197.67	26,631.38
3.	85-100 asph. in mixture	Ton	29.00	398.6	11,559.40
4.	RS-1 asph. in tack coat	Ton	40.00	3.07	122.80
5.	Extra for asph. conc. approaches	Each	25.00	31	775.00
6.	RS-2 asph. in pavement seal	Ton	38.00	36.89	1,401.82
7.	Aggregate in pavement seal	c.y.	5.50	255	1,402.50
-	Force Account (Flagging)				338.13
				Subtotal	$42,639.09
				Temporary Signs	34.31
				Construction Engineering	3,211.70
				TOTAL CONSTRUCTION COSTS.....	$45,885.18
				REMITTAL FUNDS COLLECTED FOR PROJECT	$28,133.00

AGREED COUNTY SHARE OF TOTAL COSTS

50% of difference between total cost and Federal Funds

($45,885.18 - $28,133) x 1/2 = $ 8,876.09

County Advance Deposit	$11,100.00
Less Agreed County Share	8,876.09
REFUND DUE COUNTY.....	$ 2,223.91

JPH:mm

S-119(4)
4649

OREGON STATE HIGHWAY DEPARTMENT

(date)
October 16, 1956

(CONTRACT NO.)	(EST. NO.)	(CONTRACTOR)	
4649	3-Final	Warren Northwest, Inc.	
(VOUCHER NO.)	(WARRANT NO.)	(AMOUNT)	(DATE)
22244	H-163399	$ 1,279.17	10/16/56

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

Ruth Rawlings
ACCOUNTING DIVISION

Specified completion Date: Aug. 31, 1956

Time Extensions: None

Completion Date: Aug. 10, 1956

Date Accepted: Sept. 27, 1956

Penalties: None of record

Claims: None of record

Remarks:

Date: 10-22-56.

To the Accounting Division:

Release of the above warrant is hereby authorized

H. B. Glaisyer
Secretary

Warrant Mailed: OCT 22 1956

Ruth Rawlings

NOTED ON CARD

RECEIVED
OCT 11 1956
FOR FILING

E-119(4)

41-14

October 10, 1956

CERTIFIED MAIL

Federal Insurance Company
Rodgers Insurance Agency,Inc.
803 Title & Trust Bldg.
Portland 4, Oregon

Gentlemen:

State Highway Contract No. 4649 for work performed on the Tangent Jct.-Oak Creek School Section of the Orleans-Lebanon Road in Linn County was completed by the contractor, Warren Northwest,Inc., on August 10, 1956 and was formally accepted by the Highway Commission on September 27, 1956.

Final payment in the amount of $1,279.17 will be released to the contractor on or after October 20, 1956. The total contract amount is $42,639.09, of which amount $338.13 represents force account items.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: Federal Insurance Co.
Bonding Department
320 California St.
San Francisco 4, Calif.

NOTED ON CARD

RECEIVED
SEP 26 1956
FOR FILING

C-117 (4)
4649

September 25, 1956

CERTIFIED MAIL

Federal Insurance Company
Rodgers Insurance Agency, Inc.
803 Title & Trust Bldg.
Portland 4, Oregon

Gentlemen:

The State Highway Commission is prepared to release semi-final payment to Warren Northwest, Inc. on contract No. 4649, covering the Tangent Jct.-Oak Creek School Section of the Orleans-Lebanon Road in Linn County. This payment in the amount of $5,885.07 will be released to the contractor on or after October 5, 1956. The retained percentage is $1,279.17.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: Federal Insurance Co.
Bonding Department
320 California St.
San Francisco 4, Calif.

NOTED ON CARD

W. E. DOWNING
COMMISSIONER

FLOYD D. JENKS
COMMISSIONER

E. G. ARNOLD
COUNTY JUDGE, LINN COUNTY
ALBANY, OREGON

August 31, 1956

NOTED
V. R. JONES

Oregon State Highway Department
Salem, Oregon

Attention: John W. Cattrall, Engineer
County and City Relations

Dear Sir:

This is to acknowledge your letter, same being in regard to contract No. 4649 Tangent Junction - Oak Creek section of FAS 216 in Linn County that was completed on August 10, 1956, and this is to advise you that this communication will be filed with our county engineer; that is he will be informed that this road has now been turned back to the county for maintenance, as agreed by the court, on February 17, 1956.

Yours very truly,

E. G. Arnold
County Judge

EGA:mh

RECEIVED
SEP 4 1956

RECEIVED
SEP 4 1956
OREGON
STATE HIGHWAY COMMISSION

NOTED
V. R. JONES

August 29, 1956

Linn County Court
Courthouse
Albany, Oregon

NOTED
Harold C. Ayers

NOTED
J. W. CATTRALL

Gentlemen:

This is to advise you that work on Contract No. 4649, Tangent Junction-Oak Creek School section of FAS 216 in Linn County, was completed August 10, 1956.

Under the terms of the maintenance agreement signed by the Court on February 17, 1956, and by the State Highway Commission on March 1, 1956, the County assumed maintenance of and continued jurisdiction over the above project as of the date of completion.

Very truly yours,

W. C. Williams
State Highway Engineer

By

John W. Cattrall
Engineer, County and City Relations

JDG:mm

NOTED
J. F. HAGEMANN

RECEIVED
AUG 20 1956
FOR FILING

S-119(4)

4649

August 15, 1956

Mr. C. G. Polk
District Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

This is to advise you that work was completed on August 10, 1956, on Contract No. 4649, Tangent Jct.-Oak Creek School Section, in Linn County, in connection with Federal Aid Project No. S-119(4).

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Deputy State Highway Engineer

HEP:in

cc: John Cattrall

Form E-1-Rev 6-55—1056

OREGON STATE HIGHWAY DEPARTMENT

Field Engineer's Weekly Report

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending Aug. 11, 1956, 19

Section Tangent Jct.--Oak Creek School
Highway Orleans-Lebanon County Road
Contractor Warren Northwest Inc.
Date of contract March 9, 1956, 19
Date work started June 26, 1956, 19
Project authorization . . . . . $ 55,577.25
Exclusive of Engineering . . . . . $ 51,625.09
154/175/21
Engineering authorization . . . . . $ 3,952.16
Engineering cost to date $ 2400, 61 %

Kind of work Paving
Section prefix 522-1061
Contract number 1649
Date of completion Aug. 31, 1956, 19
Estimated date of completion Aug. 10, 1956, 19
Per cent of time elapsed 88 %

Estimated cost of completed project, exclusive of engineering . . . . . $ 51,625.09
Estimated per cent overrun or underrun . . . . . none %
Per cent of contract completed, based on total contract price . . . . . 100 %
Date project was completed AUG 10, 19 56

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

Sealed this pavement Thursday, completing project. Had contractor maintain Friady, and asked that he brush again when he comes to take equipment left on the site. Thursday was hot and had no little trouble with cover. Used estimated cover and RS 2 bled badly under truck traffic and where traffice [illegible] line was held up. It was necessary to continually squeegee, and there was some slight pickup. The ½-10 matmail was a crushed product and there was enough dust in it to make the oil pick under heavy traffiv. This difficulty is not experienced where a suitable screened sand or "turkey grit"is available.

SEmi-Fibal estimate will be submitted as soon as the oil invoices are received.

FINAL REPORT

Noted
M. N. Juve

RECEIVED
AUG 13 1956
OFFICE OF
CONSTRUCTION ENGINEER

NOTED
L. H. Young

NOTED
C. E. PAULSEN

Signed S J Mallen

NOTED
V. D. WOLFE

Address Box 324, Albany

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

State Printing 88365

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project				3.09	3.09
Miles partially completed					
Miles completed				3.09	3.09
Total estimated quantities (contract)				160	8,200
Total quantities corrected to date				250	7289
Estimated quantities moved or placed to date				250	7289
Average daily quantities				250	428
Average daily quantities necessary to complete project on time					complete
Number shifts per day				1	
Hours per shift				9	
Average force on project for week				10	

Men 4

Supervision 1

Men and trucks under 3 tons

Men and trucks over 3 tons 5

Men and tractors

Equipment used during week: Shovels ....., Power graders ....., Rollers 1, Mixers ....., Crushing or screening plants .....

Compressors ....., Bulldozers ....., Compaction rollers ....., Distr. 1, Power broom 1, ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday	Fair all week		
Monday			
Tuesday			
Wednesday			
Thursday			
Friday			
Saturday			

RECEIVED
JUL 27 1956
FOR FILING

FORM E-SOX—50M—11-55—80828

S-119 (4)

4649

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
July 25, 1956

SUBJECT: Tangent Jct.-Oak Creek School
Orleans-Lebanon Co. Rd.
Contract No. 4649

To: ~~Mr. J. D. Walker~~
~~Division Engineer~~
~~O f f i c e~~

W. C. WILLIAMS

Reference is made to Laboratory Report No. 395813, dated July 19, 1956 showing an excess of 25.4 percent passing the #10 sieve for the ½"-#10 seal material being produced by the Willamette Sand and Gravel Company, Fishers Island.

It would appear that plant screening would have caught this before the material was sent to the laboratory.

Will you please instruct the resident engineer to have the producer alter his plant and pit operations so that the ½"-#10 aggregate can be accepted.

Also, will you have the resident engineer screen-test the samples at the producing site before sending them to the laboratory for final test, and so mark those sent in that it is clear they represent corrected aggregate.

Forrest Cooper
Construction Engineer

By L. H. Young

L. H. Young
Ass't. Construction Engineer

LHY-WCH:of

cc to: W. C. Williams ✓
Ray Webber

RECEIVED
JUL 26 1956
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
JUL 3 1956
FOR FILING

S-119(4)

June 29, 1956

Mr. C. O. Polk
District Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

This is to advise you that work was started on June 26, 1956 on Contract No. 4649, Tangent Junction-Oak Creek School Section, in Linn County, in connection with Federal Aid Project No. S-119(4).

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Deputy State Highway Engineer

MCW:bb

RECEIVED
JUL 5 1956
FOR FILING

FORM E-202—9M—11-55—20229
2-117(1)

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
June 29, 1956

SUBJECT: Tangent Jct.-Oak Creek School
Orleans-Lebanon Rd.
Contract No. 4649

To: Mr. J. D. Walker
Division Engineer
Office

W. C. WILLIAMS

Reference is made to Laboratory Reports Nos. 392536, 392537 and 392538, dated June 25, 1956 showing that the muck sand chosen was not suitable to provide a good A.C. mixture because of excess coarse material carried through the three sizes.

Will you please have the resident engineer resubmit samples of "muck sand" containing higher percentage of material passing the No. 80 sieve, yet retained on the No. 200 sieve.

Also, will you please instruct the resident engineer to so mark the samples of resubmitted material that it is clear they represent improved "muck sand".

Forrest Cooper
Construction Engineer

By L. H. Young
L. H. Young
Ass't. Construction Engineer

LHY-WCH:of

cc to: W. C. Williams
Ray Webber

RECEIVED
JUL 3 1956
OFFICE OF
STATE HIGHWAY ENGINEER

CPR8-2058

FORM PR 3 (October 1954)

U. S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

State Oregon
County Linn
Project No. S-119(4)

PROJECT AGREEMENT FOR SECONDARY ROAD UNDER 1954 SECONDARY ROAD PLAN

MEMORANDUM OF AGREEMENT made this 20th day of June, 1956, by and between The Oregon State Highway Commission, constituting for the purpose hereof the Highway Department of the State of Oregon, hereinafter called the Highway Department, and the Commissioner of Public Roads, Bureau of Public Roads, Department of Commerce, hereinafter called the Commissioner, pursuant to the provisions of the Act of Congress approved July 11, 1916 (39 Stat., 355), as amended and supplemented.

WITNESSETH:

WHEREAS, the Highway Department of said State has submitted a program, which was approved on the 6th day of February, 1956, for the project hereinafter described; and

WHEREAS, the Highway Department has furnished a contract estimate or force account estimate for said project; and

WHEREAS, State or local funds have been made available for the project in accordance with the requirements of the aforesaid Act of July 11, 1916, as amended and supplemented.

NOW, THEREFORE, in consideration of the premises and of the several promises to be faithfully performed by each, as hereinafter set forth, the Highway Department and the Commissioner do hereby mutually agree as follows:

WORK EMBRACED IN PROJECT

ARTICLE I. This agreement covers the following work as briefly described in the program:

Being 3.095 miles of 2-lane high type pavement (Character of work)

between FAS 202 near Orleans and FA Rte. 37 in Lebanon (Control points)

consisting of 3.095 miles of roadway and no (Number) bridges

CHARACTER AND METHOD OF CONSTRUCTION

ARTICLE II. The Highway Department will construct or cause to be constructed to final completion said project under its direct supervision, which shall include adequate inspection throughout the course of construction, and in accordance with the standards and procedures approved by the Commissioner under its 1954 Secondary Road Plan.

UNITED STATES PRO RATA SHARE OF THE COST OF SAID PROJECT

ARTICLE III. The United States pro rata share of the cost of the project covered by this agreement shall not in any event exceed the sum of thirty three thousand, six hundred and 00/100 dollars ($ 33,600.00), which does not exceed the authorized United States pro rata share of the approved total estimated cost of said project, which is fifty four thousand, three hundred forty two and 20/100. dollars ($ 54,342.20).

Comm—DC—32551

PAYMENTS

ARTICLE IV. As the work on said project progresses, or upon its completion, and upon receipt of vouchers from the Highway Department, the Commissioner shall from time to time submit schedules of vouchers certified by him to the Secretary of the Treasury for payment to the official or depository authorized under the laws of said State and designated by the Highway Department to receive public funds.

The Commissioner reserves the right to withhold such sums as he may deem necessary to insure completion of the work in compliance with this agreement.

MAINTENANCE OF PROJECT

ARTICLE V. The Highway Department will be responsible for the maintenance of said project in compliance with said Act of July 11, 1916, as amended and supplemented, and will use every means within its power to insure proper and permanent maintenance thereof.

IN WITNESS WHEREOF, the parties have hereunto affixed their signatures as of the day and year first above written.

OREGON STATE HIGHWAY COMMISSION
(Official Title of Highway Department)

By _____
Chairman, State Highway Commission
(Title)

By _____
Member, State Highway Commission
(Title)

By _____
Member, State Highway Commission
(Title)

RECOMMENDED FOR APPROVAL:

_____
STATE HIGHWAY ENGINEER

COMMISSIONER OF PUBLIC ROADS

By _____
Division Engineer, Bureau of Public Roads

—33205

Oregon State Highway Department

Federal Aid Secondary
Project No. S-119(4)

TAMPEW JUNCTION-OAK CREEK SCHOOL SECTION

OF THE ORTRAND-ALBANY ROAD IN LINN COUNTY

(Estimate as a basis for project agreement. Based on low bid prices.)

Salem, Oregon April 12, 1956

Type Code 6201
Roadway (Sta. 237+66 to Sta. 401+12)(Contract No. 1649)

100 tons	Asphaltic Concrete Mixture in Patching	$ 4.50	$ 450.00
8,100 tons	Asphaltic Concrete Mixture	3.70	29,970.00
490 tons	SS-100 Asphalt in Mixture	29.00	14,210.00
25 tons	RS-1 Asphalt in Tack Coat	40.00	1,000.00
40 only	Extra for Asphaltic Concrete Approaches	25.00	1,000.00
36 tons	RS-2 Asphalt in Pavement Seal	36.00	1,292.00
160 cu. yds.	Aggregate in Pavement Seal	2.50	380.00
			$ 48,302.00
All Required	Flagging (57½ of Contractors Cost)		600.00
			$ 49,402.00
	Subtotal		
	10% Engr. & Cont.		4,940.20
	Total		$ 54,342.20

Length of Roadway 3.075 miles
Cost of Roadway per mile $17,558.06

Federal Funds- - - -

RECEIVED
APR 2 - 1956
FOR FILING

4649

April 2, 1956

Warren Northwest, Inc.
P. O. Box 5072
Portland, Oregon

Gentlemen:

We enclose herewith for your files three fully executed copies of contracts awarded to you by the State Highway Commission, as follows:

Contract No. 4644, for grading and paving on the Riddle (Main Street) City Street Section in Douglas County, awarded March 7, 1956.

Contract No. 4649, for paving on the Tangent Jct.-Oak Creek School Section of Orleans-Lebanon Road in Linn County, awarded March 9, 1956.

Contract No. 4650, covering the S.E. Stark St.-Powell Valley Road on the East Burnside Road in Multnomah County, awarded March 9, 1956.

Copies of these contracts are also being sent to the surety on your performance bonds.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl
encls.

Form A-180 OM—9-55

NOTED
J. W. CATTRALL

INVOICE

Oregon State Highway Department

SALEM, OREGON

Invoice No. 44071

Date March 12, 1956

Your Req. No.

Billing Request No. cc-218

Credit distribution: 522-2061-297

Linn County
Albany, Oregon

NOTED
V. P. [illegible]

Attn: County Court

Advance Deposit	11,100.00
Partial transfer county's share total cost. Tangent Junction-Oak Creek School Section, FAS 216, Linn County. Contract No. 4649. Covered by agreement dated March, 1956.	8,600.00
To be retained	$ 2,500.00

ACKNOWLEDGMENT OF BILLING REQUEST

State Printing 88944

Cash Received with Request: $----------

By ----------

John F. Hagemann
Asst. Engr., County & City Relations

JFH:mm

cc: S. H. Probert

RECEIVED
MAR 9 - 1956
FOR FILING

5.1.1(d)
4649

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
March 10, 1956

SUBJECT: Advance Deposits for FAS Projects, Linn and Multnomah Counties

To: Mr. W. C. Williams
O F F I C E

W. C. WILLIAMS

We have received this date Linn County's advance deposit of $11,100 and Multnomah County's advance deposit of $28,500 in connection with the Tangent Junction-Oak Creek School section of FAS 216 and the S. E. Stark Street-Powell Valley Road section of FAS 582. These projects are now clear for award of contracts.

John F. Hagemann
John F. Hagemann
Asst. Engr., County & City Relations

JFH:mm

cc: S. H. Probert

RECEIVED

NOTED
V. R. JONES

NOTED
J. W. CATTRALL

March 6, 1956

Linn County Court
Courthouse
Albany, Oregon

NOTED
Harold C. Ayers

Gentlemen:

On March 2nd the Highway Commission received a satisfactory bid from Warren Northwest of Portland for the paving of the Tangent Junction-Oak Creek School Section of FAS 216. As per the agreement between State and County, an advance deposit based on the low bid received is required prior to award of a contract. The amount of this deposit is as follows:

Bid Items	$48,302.00
Additional Anticipated Items	
Flagging	300.00
12-1/2% Engineering & Contingencies	6,175.25
Estimated Total Cost.....	$55,577.25
Advance Deposit of 20%.....	$11,100.00

Rec'd. 3/9/56

Please make this deposit by means of a check or warrant in the amount of $11,100 payable to the Oregon State Highway Commission, forwarding same to this office. Upon receipt of the deposit a contract will be signed.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

John W. Cattrall
Engineer, County and City Relations

Cont. No. 4649

JWC:mm

RECEIVED
APR 11 1956
FOR FILING

4649
4647

March 9, 1956

Warren Northwest, Inc.
P. O. Box 5072
Portland, Oregon

Gentlemen:

The State Highway Commission on March 2, 1956 accepted your proposal for paving on the Tangent Junction-Oak Creek School Section of the Orleans-Lebanon County Road in Linn County for the sum of $48,802.00 and referred it to the State Highway Engineer with authority to award the contract to you as soon as certain conditions had been fulfilled. This note is to inform you that such conditions have now been satisfied and that the State Highway Engineer today awarded you the contract in conformity with the Commission's authorization. This project has been assigned Contract No. 4649.

Contract forms are now being prepared in this office and will be mailed to you shortly for execution.

This confirms my wire to you of this date.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

blm
cc: Pac. Builder & Engineer, Inc.
2418 Third Ave.
Seattle 1, Wash.

Attn. Dorothy McCormack

R. G. Savage (SIAC)
Forrest Cooper
S. H. Probert

DOMESTIC SERVICE
Check the class of service desired; otherwise this message will be sent as a fast telegram

TELEGRAM	
DAY LETTER	
NIGHT LETTER	

$
S
E

WESTERN UNION TELEGRAM

W. P. MARSHALL, PRESIDENT

1206 (4-55)

INTERNATIONAL SERVICE
Check the class of service desired; otherwise the message will be sent at the full rate

FULL RATE	
LETTER TELEGRAM	
SHORE-SHIP	

NO. WDS.-CL. OF SVC.	PD. OR COLL.	CASH NO.	CHARGE TO THE ACCOUNT OF	TIME FILED

Send the following message, subject to the terms on back hereof, which are hereby agreed to

Salem, Oregon
3-9-56
9:40 a. m.

Warren Northwest, Inc.
Portland, Oregon

Contract for paving Tangent Junction-Oak Creek School Section of Orleans-Lebanon County Road in Linn County for which you submitted low bid on March 2, 1956 awarded you today. Contract forms follow shortly.

H. B. Glaisyer, Secretary
OREGON STATE HIGHWAY COMM.

cc: Confirmation
Accounting (5003-900)
Files
C. W. Head

Secretary

rn
Enc. 2

RECEIVED
MAR 8 - 1956
FOR FILING

C-119(4)
4647

March 8, 1956

County Court of Linn County
Court House
Albany, Oregon

Gentlemen:

We are enclosing herewith for your records and files one executed copy each of a maintenance and finance agreement between the State Highway Commission and Linn County covering the Tangent Junction-Oak Creek School Section, FAS 216.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

rn
Enc. 2

RECEIVED
MAR 13 1956
FOR FILING

file

Maint. 272
Finance 122

S-119(4)

4649

Salem, Oregon
March 8, 1956

Linn County Agreements
Tangent Jct.- Oak Creek School
FAS 216

Mr. John W. Cattrall
County & City Relations Engineer
O f f i c e

Attached hereto for further handling are four certified copies of a maintenance agreement and one conformed copy of a finance agreement with Linn County covering the Tangent Junction- Oak Creek School section of FAS 216, in Linn County.

One fully executed copy of each agreement has been retained in this office for the Commission's files and one of each has been sent to the County Court of Linn County.

H. B. Glaisyer
Secretary

HBG
Attach: 5

FORM ESO—SOM—2-55—62966

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
February 20, 1956

SUBJECT: Linn County Agreements
Tangent Jct.-Oak Creek School
FAS 216

To: Mr. W. C. Williams
O F F I C E

REFERRED TO
Glaisyer
BY DEPUTY STATE HIGHWAY ENGINEER

Attached are three copies of a finance agreement covering the Tangent Junction-Oak Creek School Section of FAS 216 in Linn County.

Two copies of the agreement have been executed by the county and are now ready for presentation to the Highway Commission. Both copies require your signature of approval.

Also attached are six copies of a maintenance agreement covering the same project. After signature by the Highway Commission, please return four either fully executed or certified true copies to this office for transmittal to the B.P.R.

This project was approved by the Highway Commission on November 3, 1955.

John D. Graham
John D. Graham
Office Engr., County & City Relations

JDG:mm
Att.

[redacted] 11-3-55 Minute Page 54

RECEIVED
FEB 21 1956
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
V. R. JONES

February 16, 1956

NOTED
J. F. H.

Linn County Court
Courthouse
Albany, Oregon

NOTED
Harold C. [illegible]

NOTED
J. W. CATTRALL

Gentlemen:

Enclosed are two copies of an agreement covering finances, six copies of a maintenance agreement, and a set of plans and specifications in connection with the Tangent Junction-Oak Creek School Section of FAS 216 upon which bids will be received March 2nd.

The finance agreement covers state and county participation in costs and provides for an advance deposit to be made by the county after the low bid has been determined and prior to award of a contract. The estimated total cost of this project including engineering and contingencies is $59,800; however, the low bid received plus 12-1/2% for engineering and contingencies will be the basis for the county's advance deposit. Please treat this estimate as confidential.

The maintenance agreement is a standard form required by the Bureau of Public Roads for projects of this nature.

The set of plans and specifications is for your information and records. The specifications provide that the project shall be completed not later than August 31, 1956.

If satisfactory, please sign, have the County Clerk attest, with seal, and return all copies of each agreement to this office. After signature by the Highway Commission a fully executed copy of each agreement will be returned for the county's records. All documents should be mailed so as to arrive in Salem not later than February 24th.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

John W. Cattrall
Engineer, County and City Relations

JFH:mm
Encl.

NOTED
J. W. CATTRALL

MEMO TO J. W. NASH
1/9/56

NOTED
Harold C. Ayers

NOTED
J. F. [illegible]

Tangent Junction-Oak Creek School Section
FAS Route 216

This project extends from FA Route 3 approximately 1 mile north of Tangent, easterly to a county road junction near the old Oak Creek School. This section was constructed in 1952-1953 under Oregon Project S-119(1) which project was for grading, base, and a 20' wide type O-11 oil mat wearing surface with 2' shoulders. The shoulders as they exist today, however, are 3' to 5' in width. Since completion of the oil mat wearing surface on this section of road, the traffic volume has increased from a 1952 ADT of 175 to a 1954 ADT of 770. As a result the type O-11 oil mat has proved too light a wearing surface and is not expected to hold up without excessive maintenance costs.

The proposed project is to place 3-1/2" of asphaltic concrete 20' in width directly over the existing oil mat. The county, without federal cooperation, will reshape the existing shoulders and place rock or gravel shoulder material 3' in width.

This project together with Oregon Project S-119(2), constructed in 1955, will complete the placement of asphaltic concrete throughout the length of Oregon Project S-119(1). The balance of the route has an 18' wide bituminous wearing surface on a 30' wide roadway for the 7 miles outside of the city of Lebanon and a 32' wide paved and curbed city street section on the 0.4 mile within the city. Any further improvement of this route will be governed by the ability of the existing oil mat to withstand the increasing traffic volume.

This road serves as a connecting route between the Lebanon, Albany, and Corvallis areas and also gives direct service to the large, diversified farms in the adjacent agricultural area.

LINN COUNTY
Length: 3.1 miles

FUNDS:		
	Federal	$42,000
	State	14,000
	County	14,000
		$70,000

JFH:[redacted]

NOTED
Harold C. Ayers

November 7, 1935

NOTED
V. R. JONES

Linn County Court
Courthouse
Albany, Oregon

NOTED
J. F. HAGEMANN

569

Gentlemen:

On November 3rd the Highway Commission approved the county FAS project on FAS 5.6 and ~~5.6~~ as described in the attached tabulation. Preparation of plans and specifications and approval by the Bureau of Public Roads are required prior to contracting. The preliminary engineering will be under the supervision of our division office at Salem and will proceed as rapidly as available engineering personnel will permit.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

John W. Cattrall
Engineer, County and City Relations

JFH:mm

LINN COUNTY
PROPOSED PROJECTS

FAS 216 - Oak Creek Bridge, $10,000. This bridge is located approximately 4.7 miles east of the junction of FAS 216 (Orleans-Lebanon County Road) with the Pacific Highway.

The proposed project is to replace the existing 57' long pile trestle bridge with a reinforced concrete structure having a roadway width of 26'. The FAS project will be for the structure only, including removal of the existing bridge. The road will be closed during bridge construction and the county will construct road approaches to the new bridge as required.

FAS 569 - Oak Creek Bridge, $10,000. This bridge is located approximately 3.3 miles west of the junction of FAS 569 (Lebanon-Brownsville County Road) with the South Santiam Highway in Lebanon.

The proposed project is to replace the existing 57' long pile trestle bridge with a reinforced concrete structure having a roadway width of 24'. The FAS project will be for the structure only, including removal of the existing bridge. The road will be closed during bridge construction and the county will construct road approaches to the new bridge as required.

FAS 216 - Tangent Junction-Oak Creek School Section, 3.1 Miles, $54,000. This section extends from the Pacific Highway approximately 1 mile north of Tangent, easterly to a county road junction near the old Oak Creek School (Station 237+67.77 to Station 400+70 of the Tangent (Orleans-Oak Creek School) Section, Oregon Project S-119(1), constructed in 1952-'53).

The proposed project is to place 3-1/2" of asphaltic concrete 20' in width directly over the existing 20' wide oil mat wearing surface. The FAS project is for the paving only. Linn County with its own forces will reshape the shoulders and ditches and construct rock or gravel shoulders 3' in width.

NOTE: The $74,000 programmed for the above projects represents the presently estimated balance of fiscal year 1957 FAS funds available to Linn County. This may be adjusted as final costs for projects under contract become available. The county has requested that the two bridges over Oak Creek by contracted first, with all remaining funds applied towards the paving project.

10/14/55

S-166(2) S.E. Stark St.-Powell Valley Road 1956

#4650

RECEIVED
NOV 7 1957
FOR FILING

FORM E-30X—50M—11-56—80228

4(50)

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
November 5th, 1957

SUBJECT:

To: Mr. A. G. Skelton
Division Engineer
State Highway Department
P. O. Box 4699, Sellwood Station
Portland 2, Oregon

I forward herewith a list of the vouchers taken from the Accounting Division's records on the S. E. Stark Street-Powell Valley Road Section, Contract #4560. 4(50) This contract was awarded on March 9th and was completed on November 27th, 1956. Engineering authorization was $10,133.24. The amount expended was $20,560.50. The job records indicate that the project was substantially complete except for minor cleanup about November 1st. There was no substantial time overrun inasmuch as the specified completion date was October 15th, 1956. In order to bring this engineering charge into line before presentation to the County, I suggest the following:

1. Determine the amount of extra engineering necessary due to the City of Portland's pipe line from Bull Run being placed at a higher elevation than the data given by the City indicated. This amount of money shall be charged to preliminary design.

2. Examine the voucher list carefully. You will note therein some items, such as photostats of records, which obviously should be charged to design. You will note further a multitude of charges for gasoline for cars which do not appear on the equipment inventory charges. There may or may not have been some laxity in distribution of gasoline charges, but, inasmuch as these charges are to be presented to Multnomah County, it is my belief that justification must be present for charging gasoline to the job when the cars were not apparently used thereon. Please prepare transfers to proper prefixes for these items which are not legitimate charges against this job.

3. Determine the percentage of work which was done on the State section or portion of this project as compared to the County portion and prepare a statement of the engineering cost to be borne by each.

Please return the list of vouchers with your transfers and report.

TE:AR
Enc.

Tom Edwards
Construction Engineer

cc to: Forrest Cooper
C. G. Swenson

NOTED
FORREST COOPER

RECEIVED
NOV 6 1957
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
SEP 21 1957
FOR FILING

Monthly transaction number	Form 2A (5-31-57)	U.S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS	State
9-92			Oregon
Project report number	MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT		County
5			Multnomah
			Project number
			S-166(2)

4450

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Engineer on June 20, 1956, is hereby modified as follows:

Revised estimated total cost of project $ 160,133.59

Revised Federal funds $ 99,234.00

Other revisions - None.

All other terms and conditions of the Project Agreement will remain in full force and effect.

This modification is effective as of the 23rd day of September, 1957.

OREGON STATE HIGHWAY COMMISSION
(Official name of Highway Department)

By Chas H Reynolds

Chairman, State Highway Commission
(Title)

By M K McClure

Member, State Highway Commission
(Title)

By W P Thurman

Member, State Highway Commission
(Title)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

By C H Polk
Division Engineer

RECOMMENDED FOR APPROVAL:

STATE HIGHWAY ENGINEER

USComm-DC 11170

CPR8-2059

FORM PR 3 (October 1954)

U. S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

State Oregon
County Multnomah
Project No. S-166(2)

PROJECT AGREEMENT FOR SECONDARY ROAD UNDER 1954 SECONDARY ROAD PLAN

MEMORANDUM OF AGREEMENT made this 20th day of June, 1956, by and between The Oregon State Highway Commission, constituting for the purpose hereof the Highway Department of the State of Oregon, hereinafter called the Highway Department, and the Commissioner of Public Roads, Bureau of Public Roads, Department of Commerce, hereinafter called the Commissioner, pursuant to the provisions of the Act of Congress approved July 11, 1916 (39 Stat., 355), as amended and supplemented.

WITNESSETH:

WHEREAS, the Highway Department of said State has submitted a program, which was approved on the 18th day of October, 1955, for the project hereinafter described; and

WHEREAS, the Highway Department has furnished a contract estimate or force account estimate for said project; and

WHEREAS, State or local funds have been made available for the project in accordance with the requirements of the aforesaid Act of July 11, 1916, as amended and supplemented.

NOW, THEREFORE, in consideration of the premises and of the several promises to be faithfully performed by each, as hereinafter set forth, the Highway Department and the Commissioner do hereby mutually agree as follows:

WORK EMBRACED IN PROJECT

ARTICLE I. This agreement covers the following work as briefly described in the program:

Being 3.618 miles of 2-lane high type pavement (Character of work)

between FA Rte. 39 and FA Rte. 24 east of Gresham, (Control points)

consisting of 3.618 miles of roadway and no (Number) bridges

CHARACTER AND METHOD OF CONSTRUCTION

ARTICLE II. The Highway Department will construct or cause to be constructed to final completion said project under its direct supervision, which shall include adequate inspection throughout the course of construction, and in accordance with the standards and procedures approved by the Commissioner under its 1954 Secondary Road Plan.

UNITED STATES PRO RATA SHARE OF THE COST OF SAID PROJECT

ARTICLE III. The United States pro rata share of the cost of the project covered by this agreement shall not in any event exceed the sum of eighty six thousand and 00/100 dollars ($ 86,000.00), which does not exceed the authorized United States pro rata share of the approved total estimated cost of said project, which is one hundred thirty eight thousand, seven hundred eighty two and 05/100 dollars ($ 138,782.05).

PAYMENTS

ARTICLE IV. As the work on said project progresses, or upon its completion, and upon receipt of vouchers from the Highway Department, the Commissioner shall from time to time submit schedules of vouchers certified by him to the Secretary of the Treasury for payment to the official or depository authorized under the laws of said State and designated by the Highway Department to receive public funds.

The Commissioner reserves the right to withhold such sums as he may deem necessary to insure completion of the work in compliance with this agreement.

MAINTENANCE OF PROJECT

ARTICLE V. The Highway Department will be responsible for the maintenance of said project in compliance with said Act of July 11, 1916, as amended and supplemented, and will use every means within its power to insure proper and permanent maintenance thereof.

IN WITNESS WHEREOF, the parties have hereunto affixed their signatures as of the day and year first above written.

RECOMMENDED FOR APPROVAL:

STATE HIGHWAY ENGINEER

OREGON STATE HIGHWAY COMMISSION
(Official title of Highway Department)

By _____
Chairman, State Highway Commission
(Title)

By _____
Member, State Highway Commission
(Title)

By _____
Member, State Highway Commission
(Title)

COMMISSIONER OF PUBLIC ROADS

By _____
Division Engineer, Bureau of Public Roads

—33205

JUN 15 1933

Oregon State Highway Department

Federal Aid Secondary
Project No. S-166(2)

S. E. STARK ST.-POWELL VALLEY ROAD SECTION

OF THE EAST PORTSIDE ROAD IN MULTNOMAH COUNTY

(Estimate as a basis for project agreement. Based on low bid prices.)

Salem, Oregon, April 12, 1956

Outside City Limits of Gresham

Type Code 6201
Roadway (Sta. 262+21 to Sta. 355+72)(Sta. 371+42 to Sta. 453+22.06)(Conts. No. 1652)

All Required	Clearing and Grubbing			$ 690.00
80 cu. yds.	Drainage Excavation, Unclassified	$	2.40	192.00
8,900 cu. yds.	General Excavation, Unclassified		0.55	4,895.00
0.69 mile	Finishing Roadbed and Slopes		350.00	241.50
550 lin. ft.	12-inch Concrete Pipe		1.90	1,045.00
220 lin. ft.	8-inch Sewer Pipe		1.35	297.00
4 only	Concrete Catch Basins		60.00	240.00
45 cu. yds.	Concrete Curbs		37.50	1,687.50
500 sq. yds.	Concrete Walks		3.24	1,620.00
250 cu. yds.	Concrete in Islands		31.00	7,750.00
950 lin. ft.	1½-inch Electrical Conduit		1.40	1,330.00
430 lin. ft.	2-inch Electrical Conduit		1.65	709.50
170 only	Metal Sight Posts		2.75	467.50
11,900 cu. yds.	Coarse Crushed Material in Base		1.75	20,825.00
3,900 cu.yds.	3/4" - 0 Material in Base		1.85	7,215.00
460 M-gal.	Sprinkling		2.00	920.00
0.69 mile	Preparation of Base		500.00	345.00
140 cu. yds.	3/4" - 0 Material in Binder Course		4.00	560.00
22 tons	MC-3 Asphalt in Binder Course		40.00	880.00
11,700 tons	Asphaltic Concrete Mixture		3.60	42,120.00
700 tons	85-100 Asphalt in Mixture		28.00	19,600.00
18 tons	RS-1 Asphalt		50.00	900.00
60 only	Extra for Asphaltic Concrete Approaches		26.00	1,560.00
56 tons	RS-2 Asphalt		36.00	2,016.00
250 cu. yds.	Aggregate in Pavement Seal		5.50	1,375.00
570 lin. ft.	Asphaltic Concrete Traffic Markers		0.90	513.00
				$119,954.00
All Required	Flagging (5% of Contractors Cost)			500.00
		Subtotal		$120,454.00
		10% Engr. & Cont.		12,045.40
				$132,499.40

Length of Roadway 3.32 miles
Cost of Roadway per mile $39,861.43

Oregon State Highway Department

Federal Aid Secondary
Project No. S-166(2)

S. E. STARK ST.-POWELL VALLEY ROAD SECTION

OF THE EAST MULTNOMAH ROAD IN MULTNOMAH COUNTY

(Estimate as a basis for project agreement. Based on low bid prices.)

Salem, Oregon, April 12, 1956

Outside City Limits of Gresham

Type Code 6201
Roadway (Sta. 263+21 to Sta. 355+92)(Sta. 371+42 to Sta. 453+22.06)(Corbs No. 4650)

All Required	Clearing and Grubbing			$ 650.00
80 cu. yds.	Drainage Excavation, Unclassified	$ 2.40		192.00
8,900 cu. yds.	General Excavation, Unclassified	0.55		4,895.00
0.69 mile	Finishing Roadbed and Slopes	350.00		241.50
550 lin. ft.	12-inch Concrete Pipe	1.90		1,045.00
220 lin. ft.	8-inch Sewer Pipe	1.35		297.00
4 only	Concrete Catch Basins	60.00		240.00
45 cu. yds.	Concrete Curbs	37.50		1,687.50
500 sq. yds.	Concrete Walks	3.24		1,620.00
250 cu. yds.	Concrete in Islands	31.00		7,750.00
950 lin. ft.	1½-inch Electrical Conduit	1.40		1,330.00
430 lin. ft.	2-inch Electrical Conduit	1.65		709.50
170 only	Metal Sight Posts	2.75		467.50
11,900 cu. yds.	Coarse Crushed Material in Base	1.75		20,825.00
3,900 cu.yds.	3/4" - 0 Material in Base	1.85		7,215.00
660 M-gal.	Sprinkling	2.00		930.00
0.69 mile	Preparation of Base	500.00		345.00
140 cu. yds.	3/4" - 0 Material in Binder Course	4.00		560.00
22 tons	RC-3 Asphalt in Binder Course	40.00		880.00
11,700 tons	Asphaltic Concrete Mixture	3.60		42,120.00
700 tons	85-100 Asphalt in Mixture	28.00		19,600.00
18 tons	RS-1 Asphalt	50.00		900.00
60 only	Extra for Asphaltic Concrete Approaches	26.00		1,560.00
56 tons	RS-2 Asphalt	36.00		2,016.00
250 cu. yds.	Aggregate in Pavement Seal	5.50		1,375.00
570 lin. ft.	Asphaltic Concrete Traffic Markers	0.90		513.00
				$119,954.00
All Required	Flagging (5% of Contractors Cost)			500.00
		Subtotal		$120,454.00
		10% Engr. & Cont.		12,045.40
				$132,499.40

Length of Roadway 3.324 miles
Cost of Roadway per mile $39,861.43

Inside City Limits of Gresham

Type Code 6201
Roadway (Sta. 355+92 to Sta. 377+42)(Contract No. 1650)

10 only	Metal Sight Posts	$ 2.75	$	27.50
200 cu. yds.	3/4" - 0 Material in Base	1.85		370.00
10 M-gal.	Sprinkling	2.00		20.00
40 cu. yds.	3/4" - 0 Material in Binder Course	4.00		160.00
6 tons	RC-3 Asphalt in Binder Course	40.00		240.00
800 tons	Asphaltic Concrete Mixture	3.60		2,880.00
50 tons	85-100 Asphalt in Mixture	28.00		1,400.00
2 tons	RS-1 Asphalt	50.00		100.00
10 only	Extra for Asphaltic Concrete Approaches	26.00		260.00
4 tons	RS-2 Asphalt	36.00		144.00
20 cu. yds.	Aggregate in Pavement Seal	5.50		110.00
	Subtotal		$	5,711.50
	10% Engr. & Cont.			571.15
	Total		$	6,282.65

Length of Roadway 0.294 mile
Cost of Roadway per mile $21,369.55

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds	County Funds
Outside City Limits				
Roadway	$132,499.40	$ 82,107.00	$ 25,196.20	$ 25,196.20
Inside City Limits				
Roadway	6,282.65	3,893.00	1,194.82	1,194.83
	$138,782.05	$86,000.00	$26,391.02	$26,391.03

State Funds for Const: Chap. 175, laws 1917; Chap. 31, laws 1920; Chap. 529, laws 1939.

Funds for Maint: Chap. 529, laws 1939.

Note: Necessary funds have been deposited with the Highway Department by Multnomah County.

RECEIVED
JUN 1 1957
FOR FILING

file

OREGON STATE HIGHWAY DEPARTMENT

(date)
May 31, 1957

(CONTRACT NO.)	(EST. NO.)	(CONTRACTOR)	
4650	9-Final	Warren Northwest, Inc.	
(VOUCHER NO.)	(WARRANT NO.)	(AMOUNT)	(DATE)
12219	H-182575	$ 4,411.09	5/31/57

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

Ruth Rawlings
ACCOUNTING DIVISION

Specified completion Date: Oct. 15, 1956

Time Extensions: Nov. 27, 1956

Completion Date: Nov. 27, 1956

Date Accepted: Dec. 17, 1956

Penalties: None of record

Claims: None of record

Remarks:

Date: May 31, 1957

To the Accounting Division:

Release of the above warrant is hereby authorized

H. B. Glaisyer
Secretary

Warrant Mailed: JUN 3 1957
Ruth Rawlings

NOTED ON CARD

RECEIVED
MAY 15 1957
FOR FILING

4650

May 15, 1957

CERTIFIED MAIL

Rodgers Insurance Agency, Inc.
803 Title & Trust Bldg.
Portland 4, Oregon

Gentlemen:

State Highway Contract No. 4650 for work performed on the S.E. Stark St.-Powell Valley Road Section of the East Burnside Road in Multnomah County was completed by the contractor, Warren Northwest, Inc., on Nov. 27, 1956 and was formally accepted by the Highway Commission on Dec. 17, 1956.

Final payment in the amount of $4,411.09 will be released to the contractor on or after May 25, 1957. The total contract amount is $145,810.84, of which amount $427.32 represents force account items.

The State is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the State assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

em

cc: Federal Insurance Co.
Bonding Dept.
320 California St.
San Francisco 4, Calif.

NOTED ON CARD
em

RECEIVED
MAR 7 1957
FOR FILING
4650

Salem, Oregon
March 7, 1957

Increased Project
Authorization

E. S. Hunter
Resident Hwy. Engineer
Box 738
Bonneville, Oregon

This is to advise you that, at its last meeting, the Oregon State Highway Commission approved an additional increase of $12,000.00 in project authorization for Contract No. 4650, S. E. Stark St.--Powell Valley Road Section in Multnomah County.

The new authorization is $169,498.69.

S. H. Probert
Office Engineer

cc: A. C. Shelton

DEP:ew

RECEIVED
FEB 1 1957
FOR FILING
4650

February 1, 1957

Oregon State Highway Commission

Gentlemen:

It has become apparent that the money presently authorized for the construction of the S. E. Stark Street-Powell Valley Road Section of the East Barnside Road, Contract No. 4650, is not going to be adequate for completion of the job. It is now evident that we are going to overrun the project authorization by $12,000, or 7.5 per cent. This is the second request for additional authorization on this contract and is caused by underestimating the full effects of the changes previously explained to you which were:

1. Necessity of modifying the grade of the Mt. Hood-Powell Valley interchange due to encountering the Portland water supply line at a higher elevation than had been represented by the Water Bureau.

2. Supplementing of storm sewer facilities over that originally planned due to 1955-1956 winter's severe storms.

In view of the above, it is respectfully requested that you authorize an additional $12,000 to bring this job to a satisfactory state of completion.

Very truly yours,

M. C. Williams
State Highway Engineer

cc Mr. S. H. Probert
Mr. C. H. Maison
Mr. Tom Edwards

LHY:jc fn

RECEIVED
JAN 21 1957
FOR FILING

January 24, 1957

CERTIFIED MAIL

Federal Insurance Company
Rodgers Insurance Agency, Inc.
803 Title & Trust Bldg.
Portland 4, Oregon

Gentlemen:

The State Highway Commission is prepared to release semi-final payment to Warren Northwest, Inc. in connection with contract No. 4650, covering the S. E. Stark St.-Powell Valley Road Section of the East Burnside Road in Multnomah County. This payment in the amount of $2,155.20 will be released to the contractor on or after February 4, 1957. The retained percentage is $4,373.19.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: Federal Insurance Co.
Bonding Department
320 California St.
San Francisco 4, Calif.

NOTED ON CARD

Form No. E-372—10M—7-55

OREGON STATE HIGHWAY DEPARTMENT

5-166(2)
4650

Report on Expected Over-run of Project Authorization

Project Name S.E. Stark St.-Powell Valley Road Date January 17, 1957

Highway East Burnside Road Contract No. 4650

County Multnomah Kind of Work Grading & Paving Contractor Warren Northwest, Inc.

Contract Amount $125,665.50

Expected over-runs and under-runs in contract items:

		Quantity	Unit Price	Amount
Major items, itemized: General Exc. (Unclass)		5095.9	$ 0.55	$ 2,802.75
Concrete in Islands		23.52	31.00	-729.12
3/4-0 Material in Base	Deleted See PA #2			-7,585.00
3/4-0 Material in Binder	Deleted See PA #2			-720.00
Asphaltic Concrete Mixture		1,297.6	3.60	4,671.36
85-100 Asphalt in Mixture		43.24	28.00	1,210.72
RS-2 Asphalt		60.0	36.00	-2,160.00
Aggregate in Pav't. Seal		270	5.50	-1,485.00

Minor items, unitemized algebraic total ..... $ 1,072.15

Subtotal ..... $ -2,922.14

Approved work orders (Price, extra work and state force orders) ..... $ 24,522.16

Expected over-runs and under-runs in work orders:

		Amount
Major items, itemized:		
Borrow Exc. (Unclass.)	4381 CY at $ 0.30/CY	$ 1,464.34
Truck Haul on Borrow	21,214.5 Yd.Mi. at $ 0.18/Yd	4,178.61
S.F.O. to Move Power Poles (Not used) Paid in R/W Agreement		-3,923.00

Minor items, unitemized algebraic total ..... -531.68

Subtotal ..... $ 1,188.23

Authorization for engineering ..... $ 10,133.24

Expected over-run or under-run of engineering authorization ..... $ 10,001.76

Costs not included above (explain) Claim pending for moving water services ..... $ 659.34

Allowance for future contingencies (_____% of work remaining) ..... $

Credits to come from transfers and deductions ..... $

Present estimate of project cost ..... $ 169,248.09

Brief Statement of principal causes of over-run: The over-run in the two major items was due to an underestimate of asphaltic concrete in the preliminary estimate. The extra items borrow excavation and truck haul on borrow were over-run because of an error in the calculation of earthwork quantities at the time the interchange was redesigned and the earthwork quantities re-calculated to the new grade. (for further explanation see attached letter).

INSTRUCTIONS

A report on this form is to be submitted if and when it becomes evident that the project cost will exceed the original project authorization by more than five per cent and again if and when it becomes evident that the project cost will exceed by more than five per cent a subsequently approved increased project authorization. Submit five copies to Salem. After having been noted by the Deputy or Assistant State Highway Engineer, one copy will be sent to the Division Engineer and one copy to the Resident Engineer.

Project authorization	$ 157,498.69 ~~146,496.69~~
Present estimate of project cost	$ 169,248.09 ~~157,247.40~~
Expected over-run (Amount)	$ ~~10,749.40~~
Expected over-run (per cent)	~~7.34~~ 7.46

Space to right of this line is for use of Salem office.

Submitted by: E. A. Hunter, Resident Engineer

Confirmed by: A. E. Johnson, Assistant Division Engineer

Noted by: L. H. Young, Construction or Bridge Engineer

Noted by: _____, Deputy or Assistant State Highway Engineer

State Printing 86719

RECEIVED
DEC 23 1956
FOR FILING

(Misc.)

4650

December 27, 1956

Warren Northwest, Inc.
P. O. Box 5072
Portland, Oregon

Gentlemen:

The State Highway Commission at its meeting held on December 17 had under discussion your request for an extension of time from October 15, 1956 to December 1, 1956 within which to complete your contract No. 4650, covering the S. E. Stark St.-Powell Valley Road Section of the East Burnside Road in Multnomah County.

We are pleased to inform you that the State Highway Commission granted your request to and including November 27, 1956, the actual completion date. The Commission's action was based upon the recommendation of the State Highway Engineer, whose report on the subject considered but did not necessarily adopt any of the reasons given by you for failure to complete the project within the specified time limit.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: A. C. Skelton,
Division Engineer

E. F. Hunter,
Resident Engineer

Tom Edwards,
Construction Engineer

RECEIVED
DEC 17 1956
FOR FILING

December 14, 1956

Federal Insurance Company
Rodgers Insurance Agency, Inc.
803 Title & Trust Bldg.
Portland 4, Oregon

Gentlemen:

It is the intention of the State Highway Commission to release to Warren Northwest, Inc. a portion of the funds heretofore retained by the Commission on contract No. 4650, covering the S. E. Stark St.-Powell Valley Road Section of the East Burnside Road in Multnomah County.

This payment in the amount of $10,662.90 reduces the retained percentage to 3% of the total amount earned by the contractor, or the sum of $4,306.53. The present payment will be released on or after December 24, 1956.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: Federal Insurance Co.
Bonding Department
320 California St.
San Francisco 4, Calif.

NOTED ON CARD

RECEIVED
DEC 7 1956
FOR FILING
5.166(2)
4650

December 7, 1956

183

Mr. R. Vernon Cook
Attorney at Law
6 East Powell Boulevard
Gresham, Oregon

Dear Sir:

This is to acknowledge your letter of November 26, which concerns a recent right-of-way transaction between your clients, Mr. and Mrs. Ellis Surface, and this department.

Our Right of Way Division has been asked to review this acquisition; and when this is done, they will contact you regarding it. This should be within the next few days.

Very truly yours,

W. C. Williams
State Highway Engineer

cc Mr. Forrest Cooper
Mr. R. L. Porter

RLP:smj fn

FORM 830—12½M—8-55—66200

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
December 6, 1956

SUBJECT: File 25144 - Ellis V. Surface
East Burnside Extension
Mt. Hood Loop Highway
Multnomah County

Assignment 183

To: Mr. Forrest Cooper
Deputy State Highway Engineer
O F F I C E

L

Herewith a suggested rough draft of a reply to Mr. Cook. Since the Legal Department rules that changes in grade under such conditions are compensatable, it is my feeling that we have not adequately compensated Mr. Surface. Mayhew has been instructed to renegotiate the settlement.

R. L. Porter
Right of Way Engineer

RLP:smj

Attach

RECEIVED
DEC 6 1956
OFFICE OF
STATE HIGHWAY ENGINEER

FORM ESC—12½ M—8-55—60200

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
November 30, 1956

SUBJECT: Assignment 183
File 25144 - Surface
East Burnside Extension
Mt. Hood Loop Highway
Multnomah County

To: Mr. Forrest Cooper
Deputy State Highway Engineer
O F F I C E

I return herewith your assignment 183, Mr. Cooks letter, and a suggested reply thereto.

R. L. Porter
Right of Way Engineer

RLP:smj

Attach

RECEIVED
1956
OFFICE OF
STATE HIGHWAY ENGINEER

R. VERNON COOK
ATTORNEY AT LAW
6 EAST POWELL BLVD.
POST OFFICE BOX 329
GRESHAM, OREGON

MOHAWK 5-5012

November 26, 1956

PLEASE RETURN TO
FORREST COOPER

Mr. W. C. Williams
State Highway Department
Salem, Oregon

Re: File No. 25144
GL 6-22-56

Dear Mr. Williams:

I am representing Mr. and Mrs. Ellis V. Surface, who signed an option with the Highway Commission to sell a portion of their property on the location of the East Burnside Extension Connection for right-of-way in Multnomah County.

Mr. and Mrs. Surface were not apparently advised of their rights in this matter and agreed to sell a portion of their land for the sum of $250.00. At the time that they agreed to sell it, they were advised that the fill would not exceed five feet. As it turned out, the fill is going to exceed 7½ feet. I have contacted several real estate brokers in Gresham and they made an appraisal of the damage done to the Surface property and advised me that the price paid to the Surfaces was greatly inadequate as they felt that the fill made upon the Surface property reduced the value of their property by at least one-third, or not less than $1,000.

This letter is written in the hopes that some adjustment can be made by the State Highway Commission to more adequately compensate Mr. and Mrs. Surface for the damage done to their property. I believe that they were ignorant of the actual damage that was going to be done and that a hardship has resulted. I do not think that it is the State of Oregon's intention to take advantage of owners of property when a right-of-way is purchased.

Will you please contact me immediately.

Sincerely,

R. V. Cook.

RVC/gg

RECEIVED
NOV 28 1956
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
DEC 5 1956
FOR FILING

4650

December 4, 1956

Oregon State Highway Commission

Request for extension of time
No. 12
December 17 and 18 meeting

Gentlemen:

Herewith is a request from Warren Northwest, Inc., for an extension of time on the S. E. Stark-Powell Valley Road Section, Contract No. 4650, from October 15, 1956, to December 1, 1956.

After the project was awarded it became necessary to acquire additional right of way in order to make a grade change at the intersection of the East Burnside Road and the Mt. Hood Highway. This change was occasioned by the existence of unsuspected water mains in this area. Acquisition of the necessary additional right of way was slow, and the contractor was necessarily delayed on this account. He actually completed the project on November 27, and I would recommend that the extension be granted, to and including that date, without penalty.

Very truly yours,

W. C. Williams
State Highway Engineer

Encl.

cc Mr. Tom Edwards

EAP:of fn

RECEIVED
DEC 5 1956
FOR FILING

December 3, 1956

Mr. C. G. Falk
District Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

This is to advise you that work was completed on November 27, 1956, on Contract No. 4650, S. E. Stark St.-Powell Valley Road Section, in Multnomah County, in connection with Federal Aid Project No. S-166(2).

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

601 Clarence G. Swenson

Form E-1—10M—1-56

OF[illegible]ON STATE HIGHWAY DEPARTME[illegible]

Field Engineer's Weekly Report

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending Nov. 30, 19 56

Section SE Stark St.-Powell Valley Road
Kind of work Grading and Paving
Highway East Burnside
Section prefix 526-1067
Contractor Warren Northwest
Contract number 4650
Date of contract March 9, 19 56
Date of completion Oct. 15, 19 56
Date work started April 6, 19 56
Estimated date of completion Nov. 27, 19 56
Project authorization . . . . . $ 157,267.14
Exclusive of Engineering . . . . . $ 144,633.90
Per cent of time elapsed %
Estimated cost of completed project, exclusive of engineering . . . . . $ 148,472.90
Estimated per cent overrun or underrun . . . . . 4.58 %
Per cent of contract completed, based on total contract price . . . . . 100 %
Engineering authorization . . . . . $ 12,633.24
Engineering cost to date $ 16,900.00, 133.7 %
Date project was completed Nov 27, 1956

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

This project is now completed. The 2nd and 3rd notices have been sent in as of November 27, 1956. This will be the last weekly report.

Noted
M. N. Juve

NOTED
D. J. BARBEE

NOTED
L. H. Young

RECEIVED
DEC 4 1956
OFFICE OF
CONSTRUCTION ENGINEER

Signed E. S. Hunter

Address P= O= Box 738, Bonneville

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

State Printing 39073

RECEIVED
NOV 5 1956
FOR FILING

4650

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
November 2, 1956

SUBJECT: Moving Power Poles
S. F. Stark St.-Powell Valley Rd.
Contract No. 4650

To: Mr. A. G. Skelton
Division Engineer
State Highway Department
Box 4699, Sellwood Station
Portland 2, Oregon

I have talked to Mr. R. L. Porter with reference to your letter of October 31, regarding the moving of certain power poles at the junction with the Mt. Hood Highway. It appears, from the correspondence attached to your letter, that the matter is already settled.

Mr. Porter advises that payment for the moving of Poles No. 1, 2, and 3 will be made a part of the consideration for the release of the power company's easement. This will then be handled direct by the Right of Way Department and will not require a State Force Order.

Tom Edwards
Construction Engineer

By T. N.

L. H. Young
Ass't Construction Engineer

LHY:jc

cc Forrest Cooper
R. L. Porter

NOTED
FORREST COOPER

RECEIVED
NOV 2 1956
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
OCT 4 1956
FOR FILING
2-16(2)
4637

Salem, Oregon
October 4, 1956

Increase in Authorization
Contract No. 4650

E. S. Hunter
Resident Highway Engineer
Box 4699
Portland, Oregon

This is to advise you that at its meeting of September 27, 1956, the State Highway Commission approved an increase in project authorization of $15,000.00 on Contract No. 4650, S.E. Stark St.-Powell Valley Road Section in Multnomah County.

The new total project authorization is $157,498.69. This amount should be used on all future reports.

S. H. Probert
Office Engineer

DHP:ia

cc: A. C. Shelton

RECEIVED
SEP 25 1956
FOR FILING

S-166 (1)
4650

September 24, 1956

Oregon State Highway Commission

Gentlemen:

In connection with construction of the S. W. Stark Street-Powell Valley Road Connection, Contract No. 4650, it has become evident that we are going to overrun our project authorization by 10.5 per cent, or $15,000.

This overrun has been occasioned by the necessity of modifying the grade shown on the plans because the main conduit of the Bull Run water supply was encountered at a higher elevation than was reported to us by the Portland Water Bureau. Also, in view of last winter's storms, additional storm drainage facilities over that originally anticipated were indicated.

In view of the above, it is requested that you authorize an additional $15,000 to bring this job to a satisfactory state of completion.

Very truly yours,

W. C. Williams
State Highway Engineer

cc Mr. Tom Edwards
Mr. C. H. Maison

LHY:jc fn

Form No. E-372—10M—7-56

OREGON STATE HIGHWAY DEPARTMENT

3.11(2) F.1. A
4650

Report on Expected Over-run of Project Authorization

Project Name S.E. Stark St.-Powell Valley Road Connection Date September 14, 1956

Highway East Burnside Contract No. 4650

County Multnomah Kind of Work Grading & Paving Contractor Warren Northwest

Contract Amount $125,665.30

Expected over-runs and under-runs in contract items:	Quantity	Unit Price	Amount
Major items, itemized:			
2. Drainage Exc., unclassified	695	2.40	$1668.00
3. General Exc., unclassified	7000	0.55	$4180.00
15. 3/4"-0" Mat'l in base (deleted)	4100	1.85	-7585.00
18. 3/4"-0" Mat'l in binder (deleted)	100	4.00	- 720.00
Minor items, unitemized algebraic total			175.60
Subtotal			$ -2,181.40
Approved work orders (Price, extra work and state force orders)			$ 24,297.00
			21,115.60

Expected over-runs and under-runs in work orders:			Amount
Major items, itemized:			
P.O. #2 Conc. Sump	1 only	@ 280.00	-280.00
P.O. #4 Borrow Exc.	500 c.y.	@ 0.30	$150.00
P.O. #4 Truck haul on Borrow Exc.	2000 yd.mi	@ 0.18	$360.00
P.O. #5 6" Perf. Metal Dr. pipe (uncoat)	150 l.f.	@ 1.30	-195.00
Minor items, unitemized algebraic total			- 19.20
Subtotal			$ 15.80
Authorization for engineering			$ 10,135.24
Expected over-run [redacted] of engineering authorization			$ 2,300.00
Costs not included above (explain)			$
Allowance for future contingencies (_____% of work remaining)			[redacted]
Credits to come from transfers and deductions			$
Present estimate of project cost			[redacted]
			137,207.17

Brief Statement of principal causes of over-run:

Radical change from the grade shown on plans and additional storm sewer drainage added.

INSTRUCTIONS

A report on this form is to be submitted if and when it becomes evident that the project cost will exceed the original project authorization by more than five per cent and again if and when it becomes evident that the project cost will exceed by more than five per cent a subsequently approved increased project authorization. Submit five copies to Salem. After having been noted by the Deputy or Assistant State Highway Engineer, one copy will be sent to the Division Engineer and one copy to the Resident Engineer.

Project authorization	$ [redacted]	Space to right of this line is for use of Salem office.
Present estimate of project cost	$ [redacted] 137,207.17	
Expected over-run (Amount)	$ [redacted] 14,768.45	
Expected over-run (per cent)	[redacted] 12.03%	

Submitted by: E. S. Hunke Engineer in Charge Resident Engineer

Confirmed by: [signature] Division Engineer

Noted by: [signature] Construction or Bridge Engineer

Noted by: [signature] Deputy or Assistant State Highway Engineer

State Printing 86719

RECEIVED
MAY 9 - 1956
FOR FILING

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
May 8, 1956

SUBJECT: S. E. Stark St.--Powell Valley Rd.
East Burnside Road
Contract No. 4650

To:
Mr. A. G. Skelton
Division Engineer
State Highway Department
Portland, Oregon

NOTED
W. C. WILLIAMS

Reference is made to Laboratory Reports Nos. 387842 and 387869, dated May 2, 1956 showing that on April 2nd and May 1st, the 1½"-0 crushed gravel showed deficiencies of 10 and 13 percent, respectively, in material retained on the 3/4-inch screen.

The source of this gravel, the Vance Pit, is known to be spotty and difficult to work. However, acceptable 1½"-0 material has been produced from this as shown by Laboratory Reports Nos. 387169, 386518, 386517, 386516 and 386519.

Will you please instruct the resident engineer that unsuitable material will not be acceptable for use in the base course.

It is suggested that an inspector capable of assisting the contractor in obtaining satisfactory crushed gravel be assigned to this gravel pit operation on a full time basis.

Will you also, please have the resident engineer so mark the samples of corrected material that it is clear they represent corrected material.

Forrest Cooper
Construction Engineer

By L. H. Young
L. H. Young
Ass't. Construction Engineer

LHY-WCH:of

cc to: W. C. Williams
Ray Webber

RECEIVED
MAY 8 1956
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
APR 17 1956
FOR FILING

S-166(2)
4650

April 13, 1956

Mr. C. G. Polk
District Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

This is to advise you that work was started on April 6, 1956 on Contract No. 4650, S. E. Stark St.-Powell Valley Road Section, in Multnomah County, in connection with Federal Aid Project No. S-166(2).

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Deputy State Highway Engineer

EHPeck

RECEIVED
APR 2 - 1956
FOR FILING

4650

April 2, 1956

Warren Northwest, Inc.
P. O. Box 5072
Portland, Oregon

Gentlemen:

We enclose herewith for your files three fully executed copies of contracts awarded to you by the State Highway Commission, as follows:

Contract No. 4644, for grading and paving on the Riddle (Main Street) City Street Section in Douglas County, awarded March 7, 1956.

Contract No. 4649, for paving on the Tangent Jct.-Oak Creek School Section of Orleans-Lebanon Road in Linn County, awarded March 9, 1956.

Contract No. 4650, covering the S.E. Stark St.-Powell Valley Road on the East Burnside Road in Multnomah County, awarded March 9, 1956.

Copies of these contracts are also being sent to the surety on your performance bonds.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl
encls.

RECEIVED
MAR 13 1956
FOR FILING

S-166(2)

4650

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
March 10, 1956

C
O
P
Y

SUBJECT: Advance Deposits for FAS Projects, Linn and Multnomah Counties

To: Mr. W. C. Williams
O F F I C E

We have received this date Linn County's advance deposit of $11,100 and Multnomah County's advance deposit of $28,500 in connection with the Tangent Junction-Oak Creek School section of FAS 216 and the S. E. Stark Street-Powell Valley Road section of FAS 582. These projects are now clear for award of contracts.

/s/ John F. Hagemann

John F. Hagemann
Asst. Engr., County & City Relations

JFH:mm

cc: S. H. Probert

RECEIVED
APR 11 1956
FOR FILING

March 9, 1956

Warren Northwest, Inc.
P. O. Box 5072
Portland, Oregon

Gentlemen:

The State Highway Commission on March 1, 1956 accepted your proposal for grading and paving the S. E. Stark Street-Powell Valley Road Section of the East Burnside Road in Multnomah County for the sum of $125,665.50 and referred it to the State Highway Engineer with authority to award the contract to you as soon as certain conditions had been fulfilled. This note is to inform you that such conditions have now been satisfied and that the State Highway Engineer today awarded you the contract in conformity with the Commission's authorization. This project has been assigned Contract No. 4650.

Contract forms are now being prepared in this office and will be mailed to you shortly for execution.

This confirms my wire to you of this date.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

mm

cc: R. G. Savage, SIAC
Forrest Cooper
S. H. Probert

Pacific Builder & Engineer, Inc.
2418 Third Avenue
Seattle 1, Washington

Attention: Dorothy McCormack

DOMESTIC SERVICE

Check the class of service desired; otherwise this message will be sent as a fast telegram

TELEGRAM	
DAY LETTER	
NIGHT LETTER	

$
S
E

WESTERN UNION
TELEGRAM

W. P. MARSHALL, PRESIDENT

1206 (4-55)

INTERNATIONAL SERVICE

Check the class of service desired; otherwise the message will be sent at the full rate

FULL RATE	
LETTER TELEGRAM	
SHORE-SHIP	

NO. WDS.-CL. OF SVC.	PD. OR COLL.	CASH NO.	CHARGE TO THE ACCOUNT OF	TIME FILED

Send the following message, subject to the terms on back hereof, which are hereby agreed to

Salem, Oregon
March 9, 1956
9:27 a. m.

Warren Northwest, Inc.
Portland, Oregon

Contract for grading, paving S.E. Stark Street-Powell Valley Section, Multnomah County for which you submitted low bid on March 1, 1956 awarded you today. Contract forms follow shortly.

H. B. Glaisyer, Secretary
OREGON STATE HIGHWAY COMM.

cc: Accounting (5003-900)
Files
C. W. Head

H. B. Glaisyer
Secretary

rm
Attach: 5

RECEIVED
MAR 13 1956
FOR FILING

S-1664(2)

4650

maint. - 269
trans. - 119

Salem, Oregon
March 8, 1956

SE Stark Street-Powell Valley Road Section
FAS 582, Multnomah County

Mr. John W. Cattrall
County & City Relations Engineer
O f f i c e

Attached hereto for further handling are ~~four~~ three certified copies of a maintenance agreement and one conformed copy of a finance agreement with with Multnomah County covering SE Stark Street-Powell Valley Road section of FAS 582 in Multnomah County.

One fully executed copy of each agreement has been retained in this office for the Commission's files and one fully executed copy of each has been sent to the Board of County Commissioners, Multnomah County.

H. B. Glaisyer
Secretary

rn
Attach: 5

FORM E30—80M—2-55—62906

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
February 27, 1956

SUBJECT: SE Stark Street-Powell Valley Road Section
FAS 582, Multnomah County

To: Mr. W. C. Williams
O F F I C E

REFERRED TO
Glaisyer
BY DEPUTY STATE HIGHWAY ENGINEER

Attached are three copies of a finance agreement covering the S. E. Stark Street-Powell Valley Road section of FAS 582 in Multnomah County.

Two copies of the agreement have been executed by the Court and are now ready for presentation to the Highway Commission. Both copies require your signature of approval.

Also attached are six copies of a maintenance agreement covering the same project. After signature by the Highway Commission, please return four either fully executed or certified true copies to this office for transmittal to the B.P.R.

This project was approved by the Highway Commission on June 30, 1955.

John D. Graham

John D. Graham
Office Engr., County & City Relations

JDG:mm
Att.

Sign 4 copies

AUTHORIZED BY HIGHWAY COMMISSION
DATE Bids to be opened 3-1-56
Secretary

RECEIVED
MAR 8 - 1956
FOR FILING

Lmat
Fed Aid
Greg Vin.
S-1662

March 8, 1956

Board of County Commissioners
Multnomah County Court House
Portland, Oregon

Gentlemen:

We are enclosing herewith for the records and files of Multnomah County one fully executed copy each of a maintenance and finance agreement between the State Highway Commission and Multnomah County covering the S. E. Stark Street-Powell Valley Road section of FAS 582 in Multnomah County.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

rm
Enc. 2

RECEIVED
MAR 8 - 1956
FOR FILING

Const
Bed. Cod
Engg. Engr

March 5, 1956

S-166(2)

Mr. C. G. Polk
District Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

The comments of your Division Office regarding the design of the intersection on Project S-166(2), S. E. Stark St.-Powell Valley Road Section, have been studied by our Design and Traffic Departments.

The widening of the Gresham leg to two lanes as mentioned in your letter, was not considered desirable because the traffic turning to the left through the intersection is expected to turn from the left turn lane only, with no left turn movement permitted from the through lanes.

The traffic signals planned for this intersection will operate as three-phase, fully activated type of control. Capacity analysis indicates that with proper signal installation the intersection design is adequate. A full report on this feature prepared by the Traffic Department is enclosed.

Thank you for the comments offered, and if after reviewing the attached report you have any further comments, we will give them immediate consideration.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Deputy State Highway Engineer

FLH:ls

Encl.

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

OREGON DISTRICT

408 STATE HIGHWAY BLDG.
SALEM, OREGON

08-35

February 14, 1956

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

In connection with proposed Project S-166(2), S. E. Stark St.-Powell Valley Road Section of East Burnside Road, the Division Office has offered some comments regarding the Powell Valley Road intersection.

The program had already been recommended when the sketch was received. However, the design does appear somewhat inadequate in this one respect and it is requested that consideration be given to making the suggested change.

The Division Office memorandum of February 13, 1956 is quoted in part as follows:

> "The general layout for the intersection appears adequate. However, we feel that it would be desirable to widen the Gresham leg for 300-400 feet from the intersection to allow two lanes of traffic to get away from the intersection. This would allow for two lanes left turning from Sandy towards Gresham. If the two lanes are not allowed to turn left, it appears questionable whether the heavy left turning movement could be handled without congestion at peak hours."

Very truly yours,

C. G. Polk

C. G. POLK
District Engineer

RECEIVED
FEB 15 1956
STATE

OREGON STATE HIGHWAY DEPARTMENT
Traffic Engineering Division
February, 1956

C
O
P
Y

ANALYSIS OF TRAFFIC SIGNAL OPERATION

SE Stark Street-Powell Valley Road Section of SE Burnside Road At Powell Valley Road and Mt. Hood Highway (US26)

It is proposed to install traffic signals in conjunction with the channelization at the intersection of Mt. Hood Highway (US26) at Powell Valley and E Burnside Roads. A three-phase fully actuated traffic signal will be used in the proposed installation. A basis on which an alalysis may be made of the intersections ability to meet the requirements of traffic is to correlate the design features with the proposed traffic signal operation.

Using the estimated 1975 Average Daily Traffic one of the most critical movements within the intersection will be the south to west left turn. It is known that the peak hour volume is 17.6% of the Average Daily Traffic, therefore, this left turn volume will be .176 x 4300 or 760 vehicles per hour during the peak hour.

The most unfavorable condition for three-phase actuated signal operation is that which creates a continuous cycle of controller operation. This condition results in a constant cycle length which will be divided between the three phases as follows:

Phase 1. East and west legs of the intersection; 20 seconds of green time plus three seconds of amber time.

Phase 2. North and south legs of the intersection; 20 seconds of green time plus three seconds of amber time.

Phase 3. Left turns from north and south; 40 seconds of green time plus four seconds of amber time.

The above timing program results in a total cycle length of 90 seconds which occurs only under the most unfavorable condition of continuous actuation.

It is seen that out of every hour phase three will receive (3600 ÷ 90) 40 = 1600 seconds of green time. An average three second headway between successive vehicles will permit (1600 ÷ 3) 533 vehicles to traverse the left turn. This form of signal operation would, therefore, not permit anticipated left turn volumes to clear the intersections during the peak hour. Through the use of phase overlaps with the signal sequence, it is possible to add an additional 800 seconds of green time per hour for the left turn movements. This additional time will permit (2400 ÷ 3) 800 vehicles to traverse the left turn. This time will be more than adequate to meet the demands of anticipated 1975 traffic.

It should also be noted that the usable lane storage distance for the south to west left turn is 340 feet or 340 ÷ 20 feet = 17 vehicles.

Based on a uniform rate of arrival during the peak period, 760 ÷ 60 or approximately 13 vehicles per 60 second period will arrive. The maximum possible delay for this left turn movement will be 46 seconds under the proposed signal operation. This will require a storage space for (46 ÷ 60) 13 or 10 vehicles. It is thus seen that adequate storage capacity exists for this left turn movement.

Through the above type of analysis it is found that adequate signal time will exist for the through north and south movements. Based on assumptions stated previously, the intersection will meet the demands of the traffic insofar as traffic signal operation is concerned if a three-phase, fully actuated type of control with phase overlap is utilized.

LEG:lb

S.E. STARK ST.-POWELL VALLEY RD. SEC. EAST BURNSIDE ROAD MULTNOMAH COUNTY				SHEET No. 4
FED. ROAD Div. No.	STATE	PROJECT NUMBER	FISCAL YEAR	TOTAL SHEETS
8	OREGON	S-166-(2)		See Index

Figures shown in red indicate estimated 1975 ADT
To obtain 1955 ADT ÷ by 2.0
To obtain 30th Peak Hour multiply by 13%
Per Cent Commercial = 11

February 1956

N

W. Bd. +05 Const. Catch Basin
Install 8" Swr. Pipe - 54'

LINE "A"

Const. Type "C" Curbs
Const. Conc. Walks

6" C.

150

Place Topsoil

1,000

1,000 POWELL VALLEY ROAD

S 70° 23' 17" E

R/W Line

30'

10'

10'

30'

R/W Line

T.1S. R.3E., W.M.

Const. Approach
Abandon 12" Pipe
Install 12" Pipe - 30'

+00 W.Bd

Const. Catch Basin
Install 8" Sewer Pipe - 42'

200' Sp.
S-4°00'
A-2.0

4°C.L
To 10°01'
Ts 225.61

W.Bd +28

448+89.05 P.S.C.

449+39.47 P.C.S.

Install 4'x6'x8' Galv. Steel
junction box. Cover to be
flush with island grade surface
(State Forces)

+67 W.Bd

200' Sp.
S-4°00'
A-2.0

Install Galv. Rigid Electrical Conduit.
1¼" - 210'
2" - 222'

451+39.47 P.T.

Figures shown i
To obtain 1955 A
To obtain 30th P
Per Cent Comm
Fe

N

W.Bd +05 Const. Catch Basin
Install 8" Swr. Pipe - 54'

LINE "A"

2 R
Δ-76 R

+97

24'

10'C Rev.

240' R

450

+27

2'R

6°C.

Const. Type "C" Curb
Const. Conc. Wa

T.1S. R.3E., W.M.

Const. Approach
Abandon 12" Pipe
Install 12" Pipe - 30'

Const. Catch Basin
Install 8" Sewer Pipe - 42'

Install 4'x6'x8' Galv. steel
junction box. Cover to be
flush with island surface
(State Force)

446+89.05 P.S.

W.Bd +00

W.Bd +28

448+89.05 P.S.C.

449+3947 P.C.S.

451+3947 P.T.

+67 W.Bd

200' Sp.
S-4°00'
D-2.0

200' Sp.
S-4°CC'
D-2.0

4°C.L
Δ 10°01'
Ts 225.61

Const. Raised Asph. Conc. Traffic Markers

2,750

2,750

2°C.

2R

L 120 R

2R Δ 7°R

+87

24'

10" C Asph. Conc.

240 R

450

+27

2R C

24'

12'

50

2,5

Install Galv. Rigid Electrical Conduit.
1¼" - 210'
2" - 222'

d 2°C.L
7°43 31'
934

E Bd 444+00.15 PT

E Bd 444+09.01 P.C.

444+73.29 P.C.S.

+15 Install 1¼" Galv. Rigid Electrical Conduit -30'

S 26°05'50" E

444+44.78 POST BK=
W Bd 444+44.78 P O T Ah.
Δ 6°29'04" Lt

445 22'

445 18'

Const. Roised 2750 Asph. Conc. Traffic Markers

2750

E Bd Δ 2°43'31" T 193.31

446+89.05 P.S.

W Bd +28 Const. Catch B... Install S...

+00 W.Bd. Const. Approach Abandon 12" P... Install 12" P...

T.I.S. R...

441+00 P.O.C. Bk =
E Bd 441+00 P.O.T. Ah - 11 Rt.

E Bd 441+34.63 PC

40'
11'
11'
40'

R/W Line

R/W Line

E Bd 2°15' C.R.
Δ 5°58'27"
T. 132.87

T. 68°56'-15"
T. 54781
P.C.R.

E Bd 444+00.15 P.T.
E Bd 444+09.01 P.C.

444+73.29 P.C.S.

S 26°05'50" E

3d +15 Install 1¼" Galv. Rigid
Electrical Conduit -30'

444+44.78 POST Bk=
W.Bd 444+44.78 P.O.T. Ah.
Δ 6°29'-04" Lt.

445
22'

445
18'

E Bd 2°C.L.
Δ 7°43'31"
T. 193.42

2150

Const. Raised 2150 Asph. Conc.

Const.

E Bd 444+00.15 P.T.

E Bd 444+09.01 P.C.

444+73.29 P.C.S.

W Bd +15 Install 1¼" Galv. Rigid Electrical Conduit -30

E. Bd. 2°C.L.
Δ 7°43'31"
T. 193.42

446+73.29 P.T.

1°C.R.
Ts 8°56'-15"
Ts 547.81

200' Sp.
S-1°30'
A-05

E.Bd. +75

R/W Line

S 75°

MT. HO

30'

12'

12'

30'

R/W Line

P.O.T.

446+73.29 P.T.

E.Bd. 447+95.27 P.T.

E.Bd. +75 Const. Catch Basin
Install 8" Sewer Pipe-45'

LINE "D"
Const Type "C" Curbs
Const. Conc. Walks
Place Topsoil

Const. Conc. Islands

S 33°49'21"E

450

+27

2,550

4,800
4,300

LINE "C"

Install 1¼" Galv. Rigid
Electrical Conduit-60'

5,150
5,150

S 75°03'17"E

RIW Line

MT. HOOD HWY.

RIW Line

M.H.H. 568+89.40 P.O.T.

M.H.H. 566+51.65 Ah.
M.H.H. 566+41.02 Bk.

M.H.H 565+65.15 P.T.

M.H.H. 10°C.R.
Δ-33°02'
T.-169.90

END OF PROJECT S-16

Install 1¼" Galv. Ri
Electrical Conduit

Const. Conc. Islands

S 33°49'21"E

Place Topsoil

LINE "B"

LINE "C"

Install 1¼" Galv. Rigid Electrical Conduit - 60'

Install 1¼" Galv. Rigid Electrical Conduit - 70'

Install 1¼" Galv. Rigid Ele

Install 2" Galv. Rigid Elec

W. Bd. +65 Install 4"x6"x8" Galv. steel junction box. Cover to be flush with island surface. (State Forces)

Const. Catch Basin
Install 8" Swr. Pipe-60'
W. Bd. +67

M.H.H. 562+34.83 P.C.
E. Bd. 453+22.06 - 20 Rt.

W. Bd. 460+68.06 P.C.

M.H.H. 565+65.15 P.T.

M.H.H. 10°C.R
Δ-33°02'
T.-169.90

W. Bd 1°C.R
Δ 2°54'
T 145.06

W. Bd 454+70.05
Δ 0°37'54" Lt.

END OF PROJECT S-166 (2)

Const. Type "C" Curbs
Const. Conc. Walks
6°C.R
150
18'
2'R.
Place Topsoil
9'
4'
14'
1,000
1,000 POWELL
VALL
LINE "B"
100' R
150
600
4'
8'
2'R
3'
6'
3
50
60' R
18'
3'R
160
24'
12'
W Bd 454+70.05
Δ 0°37'54" Lt.
25
50
50
24'
2'R.
16'
103
455
6,900
+43
300
S 34°27'15"E
+83
1°C
R/W Line
6,900
560
S 37°21'17"E
MT. HOOD HWY.
1°C.R.C.
R/W Line
M.H.H. 562+34.83 P.C.
E. Bd 453+22.06-20 Rt.
W. Bd. +65 Install 4"x6"x8" Galv. steel junction box. Cover to be flush with island surface. (State Forces)
Install 1¼" Galv. Rigid Electrical Conduit - 500'
Install 2" Galv. Rigid Electrical Conduit - 170'
W Bd 460+68.06 P.C.
W. Bd 1°C.R
Δ 2°54'
T 145.06
W. Bd 463+58.12 P.T. =
M.H.H. 551+94.94 P.O.T.

S 34° 27' 15" E

6,900

S 37° 21' 17" E

MT. HOOD HWY.

R/W Line

1°C.

M.H.H. 562+34.83 P.C.
E.Bd 453+22.06 -20 Rt.

W.Bd. +65 Install 4"x6"x8" Galv. steel junction box. Cover to be flush with island surface. (State Forces)

Install 1¼" Galv. Rigid Electrical Conduit - 500'

Install 2" Galv. Rigid Electrical Conduit - 170'

W.Bd 460+68.06 P.C.

W.Bd 1°C R
Δ 2°54'
T 145.06

W.Bd 463+58.12 P.T. =
M.H.H. 551+94.94 P.O.T.

R/W Line

30'

11'

11' MT. HOOD HWY.

30'

R/W Line

460

+72

20'

2'R

ffic Markers

555

E. END OF CONTRACT PROJECT

Install 1¼" Galv. Rigid
Electrical Conduit - 60'

M.H.H. 566+51.65 Ah.
M.H.H. 566+41.02 BK.

M H H 565+65.15 P.T.

M.H.H. 10°C.R.
Δ-33°02'
T.-169.90

W.Bd. +67 Const. Catch Basin
Install 8" Swr. Pipe-60

M.H.H. 562+34.83 P.C.
E.Bd. 453+22.06-20 Rt.

W. Bd. +65 Install 4"x6"x8" Galv. ste
junction box. Cover to be
flush with island surface.
(State Forces)

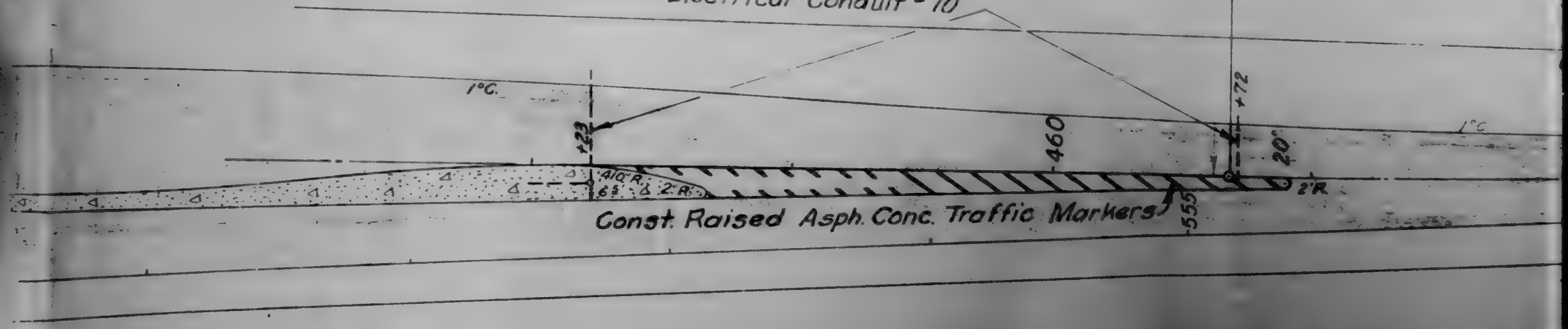
Inst
Inst

W. Bd
Δ 2° 5
T 145

W Bd. 460+68.06 P.C.

END OF PROJECT S-166 (2)

Install 1¼" Galv. Rigid
Electrical Conduit - 70'



E. END OF CONTR

E.Bd. +75 Const.
Install 8"

Install 1¼" Galv
Electrical Con

RIW Line 2

30'

12'

12'

30'

RIW Line 1

S 75° 02' 17" E

MT. HOOD HWY.

5,150

5,150

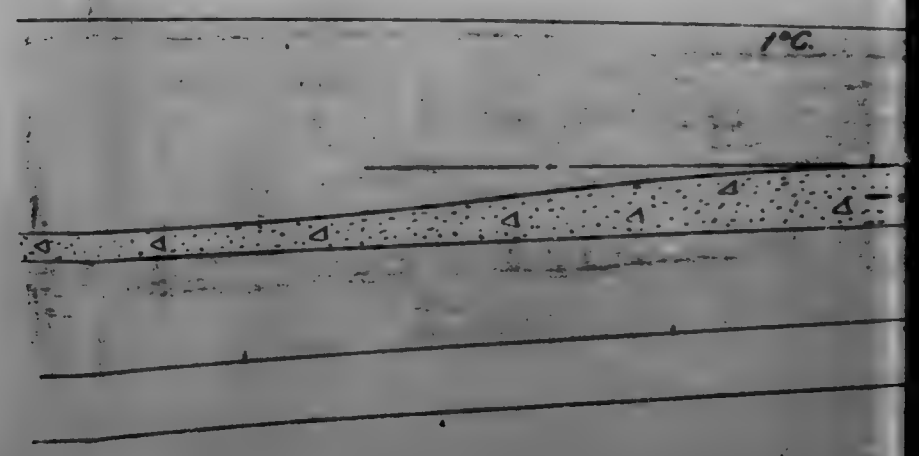
M.H.H. 568+89.40 P.O.T.

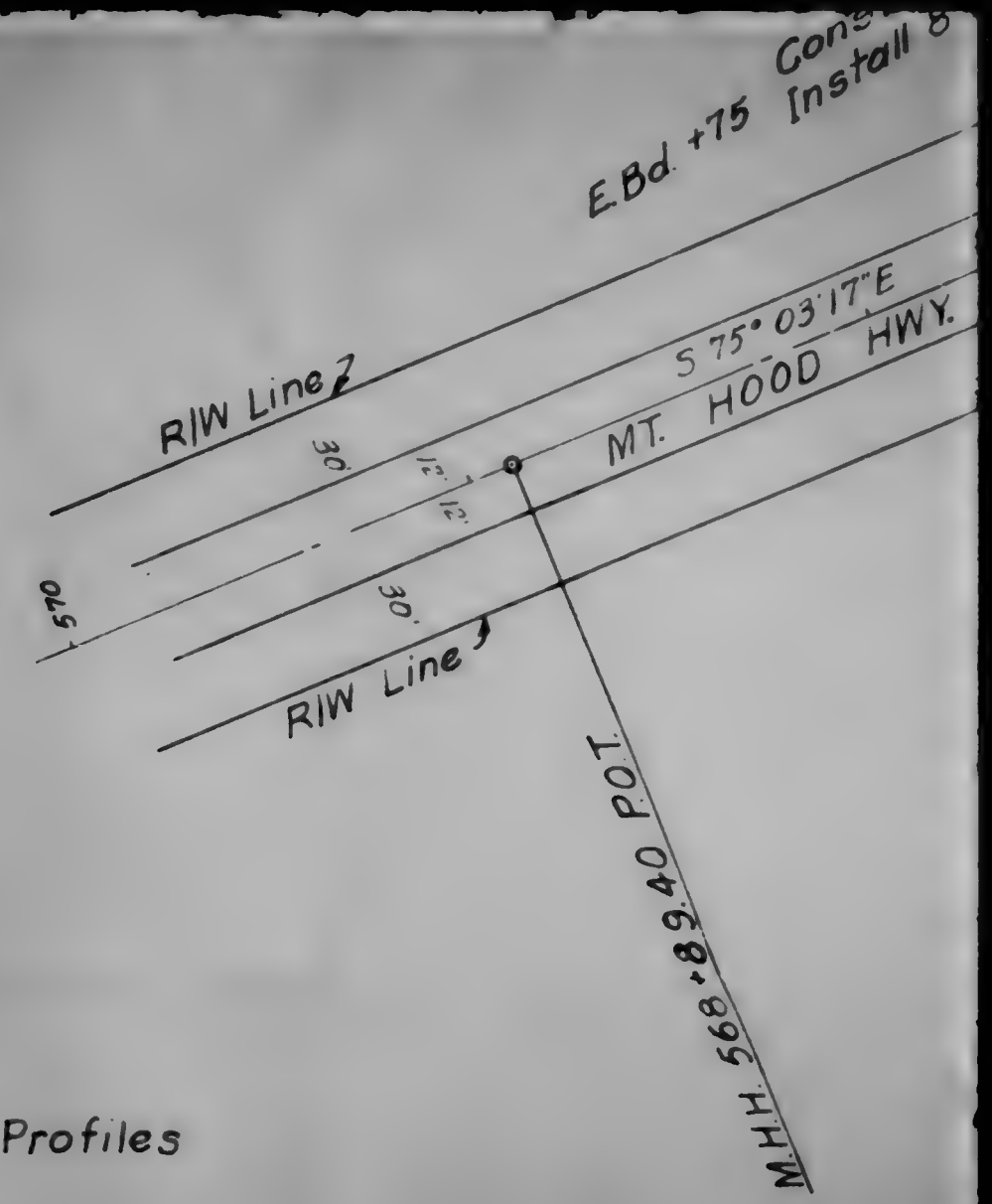
M.H.H. 566+51.65 Ah.
M.H.H. 566+41.02 BK.

M.H.H. 565+65.15 P.T.

END O

Sheet 5 for Profiles





See Sheet 5 for Profiles

ER-12(1) Mussel Cr. Slide Correction Project 1956

1165

M. W. C. Williams

RECEIVED

Russel Creek

Contract #4651

ER-12(1)

FINAL COST ANALYSIS

NOTED
W. C. WILLIAMS

January 2, 1956

Oregon Coast Highway
Trafix 8-1103-201(41)

Slide Correction
Glen Cusley, Contractor
G. A. Barnhart, Resident Engineer

4651 Item	Quantity	Unit	Unit Bid	Unit Cost	Total Cost	Gross Revenue
Drainage Excav. Unclass.	334.9	Cu.Yd.	$ 3.00	$ 3.30	$ 1,106.24	$ 1,004.70
Tractor and Dozer, 115 H.P.	197.5	Hr.	14.50	10.69	2,111.02	2,863.75
Tractor and Dozer, 62 H.P.	445.5	"	10.50	8.78	3,911.52	4,677.75
Power Shovel	224.5	"	13.00	9.07	2,036.89	2,918.50
Dump trucks	195	"	8.50	7.06	1,307.19	1,572.50
Embankment in place	23,362.3	Cu.Yd.	.63	.588	13,745.27	14,718.25
18" asbestos banded Corr. Metal pipe	186	Lin.Ft.	4.95	4.91	915.42	920.70
8" Perf. metal drain pipe uncoated	900	Lin.Ft.	2.05	1.83	1,646.14	1,845.00
Haul and place special backfill in drains	288.4	Cu.Yd.	4.00	4.04	1,163.71	1,153.60
Metal guard rail	228	Lin.Ft.	4.00	2.41	548.75	912.00
Haul and place stone base material	959	Cu.Yd	1.50	1.33	1,275.38	1,437.00
PA#1 Purchase excess CMP and bands	100%	All	95.06	95.06	95.06	95.06
					601.09	601.09
					$30,446.97	$34,719.90

*Force Account

*States portion of flagging costs.

Gross Revenue	$34,719.90
Total Cost	30,446.97
Net Profit	3,272.93

Net profit equals 9.4% of Gross Revenue

DETAIL OF COST on contract #4651
Glen Cusley, Contractor

Labor:			
Labor		$8,367.10	
Labor Insurance		577.05	
Health and welfare		334.68	
			$9,278.83
Materials:			
18" Asph. Bond Corr. Metal pipe	186 Lin. Ft. at $3.70 per.ft.	777.00	
Bands	8 at $3.70 ea.	29.60	
8" perf. metal drain pipe, uncoated	900 Lin.Ft. at $1.08 per ft.	972.00	
Bands	44 at $1.28 ea.	56.32	
Metal guard rail, including posts and hardware	228 Lin.Ft. at $1.70 per ft.	387.60	
			$2,213.52
Equipment Rentals and Misc. Expense:			
Equipment rental (owned)		6,747.57	
Equipment rental (hired)		5,516.00	
Gas, Oil and Grease		3,308.77	
Bond		260.46	
Move in freight		1,257.05	
Small tools		60.91	
Public liability and damage insurance		339.00	
Home office and general overhead		464.86	
			$18,954.62
TOTAL COST			$30,446.97

Remarks:

This was a "Federal Aid Primary Emergency Relief Project" located on the Oregon Coast Highway in Curry County. The northerly unit, Unit "A", was approximately 11.7 miles south of Port Orford and about 0.4 mile north of Russel Creek. The southerly unit, Unit "B", was approximately 0.9 mile south of Unit "A".

The work to be done under the contract consisted of the excavation of approximately 13500 cubic yards of slide material, the construction of road bed embankment involving approximately 24,000 cubic yards of embankment material, the hauling and placing approximately 950 cubic yards of state furnished stone base materials and such additional and incidental work called for in the plans and specifications.

The project was bid by Glen Cuslay on March 1, 1956 and awarded to him on March 13, 1956. The contractor began work on March 26, 1956 and completed the work on August 4, 1956.

The contractor used the following equipment while working on this project, 1 D-6 catipillar tractor with bulldozer blade, 1 D-8 catipillar tractor with bulldozer blade, 1 7-Cu.Yd. turnapull scraper, a 3/4-Cu.Yd. Bucyrus Erie shovel, a #12 catipillar power grader and 2 8-Cu.Yd dump trucks.

The contractor had considerable trouble moving the material from the slide area as it was saturated with water and his equipment could not be operated at top efficiency. He eliminated this condition by digging trenches for the water to drain in. The excavation of the slide was completed during the week ending June 2, 1956.

During the week ending June 9, 1956 he began backfilling the excavated slide area with material from the state source located approximately 0.4 mile north of Unit "A". In this work he used a 3/4 Cu.Yd. shovel, three and sometimes 4 8-Cu.Yd. dump trucks and a D-8 Cat with dozer for compacting and spreading. This work was completed on July 20, 1956.

On July 23, 1956 he began hauling and placing the stone base and surfacing material from the state-owned stock piles located 1.9 miles north of Unit "A". He used 3 8-Cu.Yd. dump truck, a 3/4 Cu.Yd shovel and a #12 catipillar grader in this work. This work was completed on July 27, 1956.

On July 25, 1956 he began installing the guard rail which work he completed on July 30, 1956.

He immediately began cleaning up this project and finished all work on August 4, 1956.

The contractor having fair bid prices, good equipment and supervising the project himself made a fair profit.

M. M. Juve
Chief Cost Analyst

By

F. W. Sugnet

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OCT 11 1956
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IF 2.(1)

4651

October 8, 1956

Mr. Glen Owsley
110 Merry Lane
Eugene, Oregon

Dear Sir:

The State Highway Commission at its meeting held on September 27 had under discussion your request for an extension of time from July 15 to August 15, 1956 within which to complete your contract No. 4651, for slide correction on the Mussel Creek Section of the Oregon Coast Highway in Curry County.

We are pleased to inform you that the State Highway Commission granted you an extension of time to and including August 4, 1956, the actual completion date of the contract. The Commission's action was based upon the recommendation of the State Highway Engineer, whose report on the subject considered but did not necessarily adopt any of the reasons given by you for failure to complete the project within the specified time limit.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: Frank Morgan,
Division Engineer

George A. Barnhart,
Resident Engineer

Tom Edwards,
Construction Engineer

OREGON STATE HIGHWAY DEPARTMENT

(date)

September 18, 1956

(CONTRACT NO.)	(EST. NO.)	(CONTRACTOR)	
4651	6-Final	Glen Cusley	
(VOUCHER NO.)	(WARRANT NO.)	(AMOUNT)	(DATE)
20166	H-161257	$ 1,045.48	9/18/56

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

ACCOUNTING DIVISION

Specified completion Date: July 15, 1956

Time Extensions: to Aug. 4, 1956

Completion Date: Aug. 4, 1956

Date Accepted: Sept. 27, 1956

Penalties: None of record

Claims: None of record

Remarks:

Date: 10-3-56

To the Accounting Division:

Release of the above warrant is hereby authorized

H. B. Glaisyer
Secretary

Warrant Mailed: OCT 3 1956

NOTED ON CARD

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SEP 11 1956
FOR FILING

ER-12 (1)

4651

September 10, 1956

CERTIFIED MAIL

Maryland Casualty Company
Baltimore 3
Maryland

Gentlemen:

State Highway Contract No. 4651 for slide correction on the Mussel Creek Section of the Oregon Coast Highway in Curry County was completed by the contractor, Glen Ousley, on August 4, 1956 but has not as yet been accepted by the Highway Commission.

Final payment in the amount of $1,045.48 will be released to the contractor after acceptance by the Commission. The total contract amount is $34,719.90, of which amount $601.09 represents force account items.

The state is not advised of any unpaid claims for labor or materials, or of the existance of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: Maryland Casualty Co.
Robert Cross, Insurance
111 East Broadway
Eugene, Oregon

NOTED ON CARD

RECEIVED
AUG 30 1956
FOR FILING
EK
4651

August 30, 1956

Oregon State Highway Commission

Request for extension of time
No. 8
September 27-28 meeting

Gentlemen:

Herewith a request from Glen Cunley for an extension of time on the Mussel Creek Slide Correction, Contract No. 4651, from July 15, 1956, to August 15, 1956.

Extreme wet weather during the spring months of 1956 prohibited the contractor from effectively operating on this project. As soon as the material was sufficiently dried out he immediately moved in and completed the project in a very short time. He actually completed this job on August 4, 1956, and I recommend that the extension be granted, to and including that date, without penalty.

Mr. C. G. Polk of the Bureau of Public Roads concurs in that recommendation.

Very truly yours,

W. C. Williams
State Highway Engineer

Attach.

cc Mr. Tom Edwards

EAP:of fn

RECEIVED
AUG 23 1956
FOR FILING

August 28, 1956

CERTIFIED MAIL

Maryland Casualty Co.
Baltimore 3
Maryland

Gentlemen:

The State Highway Commission is prepared to release semi-final payment to Glen Ousley on contract No. 4651, for slide correction on the Mussel Creek Section of the Oregon Coast Highway in Curry County. This payment, in the amount of $6,833.40, will be released to the contractor on or after September 7, 1956. The retained percentage is $1,041.48.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: Maryland Casualty Co.
Robert Cross, Insurance
111 East Broadway
Eugene, Oregon

NOTED ON CARD

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AUG 16 1956
FOR FILING
ER-12 (1)
4651

August 15, 1956

Mr. C. G. Polk
District Engineer
Bureau of Public Roads
Salem, Oregon

Dear Mr. Polk:

Will you kindly concur in extension of time on the Mussel Creek slide correction, Contract No. 4651, Oregon, ER - 12 (1), from July 15, 1956 to August 4, 1956 to Glen Ousley, contractor.

In the early part of this project considerable rain was experienced which made it extremely difficult to properly drain and remove the slide materials. The contractor operated whenever it was possible and we have suffered no inconvenience because of the overruns.

I recommend that this extension be granted, without penalty.

Very truly yours,

Forrest Cooper
Deputy State Highway Engineer

EAP:ep

Form E-1—10M—10-55

OREGON STATE HIGHWAY DEPARTMENT

ER-12 (1)

Field Engineer's Weekly Report

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending ..... August 11, 56

Section ..... Mussel Creek

Kind of work ..... Slide Correction

Highway ..... Oregon Coast

Section prefix 8-1103

Contractor ..... Glen Ousley

Contract number 4651

Date of contract ..... March 13, 1956

Date of completion ..... July 15, 1956

Date work started ..... March 26, 1956

Estimated date of completion ..... August 4, 1956

Project authorization $41,240.81
Exclusive of Engineering . . . . . $ 38,308.13

Per cent of time elapsed ..... 118 %

Estimated cost of completed project, exclusive of engineering . . . . . $ 44,573.85

Estimated per cent overrun or [redacted] . . . . . 8.08 %

Per cent of contract completed, based on total contract price . . . . . 100 %

Engineering authorization . . . . . $ 2,932.68

Engineering cost to date $ 2,942.66, 100+ %

Date project was completed ..... August 4, 1956

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

No Work this week

Final Report

RECEIVED
AUG 13 1956
OFFICE OF
CONSTRUCTION ENGINEER

Noted
M. N. Jave

NOTED
L. H. Young

NOTED
C. E. PAULSEN

Signed .....

Address ..... Box 551 Gold Beach, Oregon

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

State Printing 60712

NOTED
V. D. WOLFE

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project	Slide Correction				
Miles partially completed					
Miles completed	All				
Total estimated quantities (contract)	21,700				
Total quantities corrected to date	23363.3				
Estimated quantities moved or placed to date	23362.3				
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day	0				
Hours per shift					
Average force on project for week					

Men 0

Supervision

Men and trucks under 3 tons

Men and trucks over 3 tons

Men and tractors

Equipment used during week: Shovels ....., Power graders ....., Rollers....., Mixers ....., Crushing or screening plants .....

Compressors ....., Bulldozers ....., Compaction rollers ....., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday	Fair		
Monday	"		
Tuesday	"		
Wednesday	"		
Thursday	"		
Friday	"		
Saturday	"		

RECEIVED
AUG 10 1956
FOR FILING
E.C. 1-11
4651

August 7, 1956

Mr. C. G. Polk
District Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

This is to advise you that work was completed on August 4, 1956 on Contract No. 4651, Mussel Creek Section, in Curry County, in connection with Federal Aid Project No. NH-12(1).

Very truly yours,

R. H. Baldock
State Highway Engineer

By

M. C. Williams
Deputy State Highway Engineer

cc: John Cattrall

DCPeh

RECEIVED
JUL 9 1956
FOR FILING

ER-12(1)
4-51

08-35 July 5, 1956

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Re: Oregon Project ER-12(1)
Mussel Creek Section of the
Oregon Coast Highway

Dear Sir:

Returned herewith without approval are all copies of Order for State Force Work Account No. 210 on the above project.

Non-approval of this Order is based on the statement in your February 14, 1956 letter that the State would furnish rock for base and surfacing as a non-participating item. The P. S. and E. was approved with that understanding.

Very truly yours,

C. O. POLK
District Engineer

Encls.

RECEIVED
JUL 6 1956
FOR FILING

July 5, 1956

Mr. C. O. Polk
District Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for State Force Work, Account No. 210 covering furnishing rock from State stockpiles for surfacing on the Mussel Creek Section of the Oregon Coast Highway in Curry County, Contract No. 4651, in connection with Federal Aid Project No. ER-12(1).

This is an anticipated item in the contract.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Deputy State Highway Engineer

WCW:bb

Encl.

RECEIVED
JUL 6 1956
FOR FILING

July 5, 1956

Mr. C. G. Polk
District Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for State Force Work, Account No. 264, covering reconstruction of right of way fences on the Hussel Creek Section of the Oregon Coast Highway in Curry County, Contract No. 1651, in connection with Federal Aid Project No. ER-12(1).

It is necessary to reconstruct fences destroyed by slides. It is an anticipated item of the contract authorization.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Deputy State Highway Engineer

RHB:hb

Encl.

OPR8-2032

Form PR 2 (Revised 1950)

ER-12(1)

4651

State Oregon

Project No. SR-12(1)

U. S. DEPARTMENT OF COMMERCE

BUREAU OF PUBLIC ROADS

PROJECT AGREEMENT

MEMORANDUM OF AGREEMENT made this 20th day of June, 1956,

by and between The Oregon State Highway Commission

, constituting

for the purpose hereof, the Highway Department of the State of Oregon hereinafter called the Highway Department, and the Commissioner of Public Roads, Bureau of Public Roads, Department of Commerce, hereinafter called the Commissioner, pursuant to the provisions of the act of Congress approved July 11, 1916 (39 Stat., 355), and acts amendatory thereof or supplementary thereto:

Whereas the Highway Department of said State submitted on the 10th day of February, 1956, a program, which was approved on the 15th day of February, 1956, for the project hereinafter described; and

Whereas the Highway Department, in accordance with the regulations promulgated for the administration of the act, has furnished surveys, plans, specifications, and/or estimates for said project; and

Whereas the District Engineer of the Bureau of Public Roads approved said surveys, plans, specifications, and/or estimates on the 15th day of February, 1956, and the sum of fifteen thousand, eight hundred and 00/100

dollars ($ 15,800.00) as the share of the United States payable under said act on account of said project which does not exceed the authorized Federal pro rata share of the approved total estimated cost thereof:

Now, therefore, in consideration of the premises and of the several promises to be faithfully performed by each, as hereinafter set forth, the Highway Department and the Commissioner do hereby mutually agree as follows:

FUNDS AT THE DISPOSAL OF THE HIGHWAY DEPARTMENT

ARTICLE I. Funds for the use of the Highway Department for said project have been made available in the following manner, to wit:

(*a*) By the State Chapter 175, Laws 1917; Chapter 31, Laws 1920; Chapter 527, Laws 1939.

(Include date and citation of act of legislature by which authorized)

(*b*) From other sources

(State how placed under direct control of Highway Department)

WORK EMBRACED IN PROJECT

ARTICLE II. This agreement covers the following work as described in detail in said surveys, plans, specifications, and/or estimates:

Repair of intermittent flood damage between Stations 606+30 and 658+20 south of Port Orford,

, length 0.000 miles, in Curry County, being Oregon project No. ER-12(1), consisting of [redacted] miles of [redacted]

CHARACTER AND METHOD OF CONSTRUCTION

ARTICLE III. The Highway Department will construct or cause to be constructed to final completion said project, in strict compliance with said plans and specifications, which are by reference made a part hereof, under its direct supervision, which shall include adequate inspection throughout the course of construction, subject at all times to inspection and approval by the Bureau of Public Roads and in accordance with the laws of said State, Federal regulations hereinbefore mentioned, and the following conditions:

(*a*) It is agreed that the construction work on the project shall be performed by contract, unless the performance thereof by force account shall be approved by the Bureau of Public Roads.

16—11370-4

UNITED STATES PRO RATA SHARE OF THE COST OF SAID PROJECT

ARTICLE IV. The United States pro rata share of the value of the labor and materials which shall be actually put into the work covered by this agreement shall not in any event exceed the sum of fifteen thousand, eight hundred and 00/100 dollars ($ 15,800.00), which does not exceed the authorized Federal pro rata share of thirty-one thousand, six hundred thirty four and 35/100 dollars ($ 31,634.35), the approved total estimated cost of said project.

PAYMENTS

ARTICLE V. As the work on said project progresses, the Bureau of Public Roads shall from time to time submit vouchers to the Secretary of the Treasury for the payment to the State Treasurer (Official or depository) hereby designated by the Highway Department for that purpose and authorized under the laws of said State to receive public funds of the State of Oregon (Name) of such sums as shall not, together with previous payments, exceed the United States pro rata share as above specified, of the value, as determined by the Bureau of Public Roads after inspection and approval, of the labor and materials which have actually been put into said work in compliance with the requirements of Article III hereof.

The Commissioner reserves the right to withhold such sum as he may deem necessary to insure completion of the work in compliance with this agreement.

MAINTENANCE OF PROJECT

ARTICLE VI. The Highway Department will maintain said project in compliance with said act of July 11, 1916, and acts amendatory thereof or supplementary thereto, out of funds which have been or will be made available therefor by said State in the manner herein set forth, to wit: (Include reference to statute authorizing funds and probable amount annually available)

Chapter 529, Laws 1939.

The Highway Department will use every means within its power to insure proper and permanent maintenance of said project.

Showing of authority of the Highway Department to execute agreements will be found in the agreement for project No. 112.

In witness whereof the parties have hereunto affixed their signatures as of the day and year first above written.

OREGON STATE HIGHWAY COMMISSION
(Official title of Highway Department)

By _____

Chairman, State Highway Commission
(Title of officer)

RECOMMENDED FOR APPROVAL:

_____
STATE HIGHWAY ENGINEER

By Chas S Rhynolds

Member, State Highway Commission
(Title of officer)

By _____

Member, State Highway Commission
(Title of officer)

By _____

_____
(Title of officer)

By _____

_____
(Title of officer)

COMMISSIONER OF PUBLIC ROADS,

By _____

Division Engineer,
Bureau of Public Roads.

U. S. GOVERNMENT PRINTING OFFICE 16—11379-8 AA.62

Oregon State Highway Department

Federal Aid Project
FR-12(1)

MISSEL CREEK SECTION OF THE OREGON COAST

HIGHWAY IN CURRY COUNTY

(Estimate as a basis for project agreement. Based on low bid prices.)

Salem, Oregon, April 12, 1956

Type Code 2010
Roadway Slide Correction (Sta. 609+30 to Sta. 610+60)(Sta. 656+00 to Sta. 658+20)
(Contract No. 4651)

600	cu. yds.	Drainage Excavation, Unclassified	$ 3.00	$ 1,800.00
140	hours	Tractor & Dozer, 115 H.P.	14.50	2,030.00
200	hours	Tractor & Dozer, 62 H.P.	10.50	2,100.00
50	hours	Power Shovel	13.00	650.00
100	hours	Dump Trucks	8.50	850.00
24,000	cu. yds.	Embankment in Place	0.63	15,120.00
230	lin. ft.	18-inch Asbestos Bonded Corrugated Metal Pipe	4.95	1,138.50
900	lin. ft.	8-inch Perforated Metal Drain Pipe	2.05	1,845.00
260	cu. yds.	Hauling & Placing Special Backfill in Drains	4.00	1,040.00
250	lin. ft.	Metal Guard Rail	4.00	1,000.00
950	cu. yds.	Hauling & Placing Stone Base Material	1.50	1,425.00
30	M-gal.	Sprinkling	2.00	60.00
				$ 28,458.50
All	Required	Flagging (57½ of Contractors Cost		300.00
		Subtotal		$ 28,758.50
		10% Engr. & Cont.		2,875.85
		Total		$ 31,634.35

Length of Project 0.000 mile

Federal Funds	$ 15,800.00
State Funds	15,834.35
	$ 31,634.35

State Funds for Const: Chap. 175, laws 1917; Chap. 31, laws 1920; Chap. 529, laws 1939.

State Funds for Maint: Chap. 529, laws 1939.

Oregon State Highway Department

Federal Aid Project
ER-12(1)

MUSSEL CREEK SECTION OF THE OREGON COAST

HIGHWAY IN CURRY COUNTY

(Estimate to accompany plans and specifications. Not as a basis for project agreement.)

Salem, Oregon, Feb. 15, 1956

Type Code 2010
Roadway Slide Correction (Sta. 608+80 to Sta. 610+60)(Sta. 656+00 to Sta. 658+20)

400 cu. yds.	Drainage Excavation, Unclassified	$ 3.00	$ 1,200.00
140 hours	Tractor and Dozer, 115 H.P.	16.00	2,240.00
200 hours	Tractor and Dozer, 62 H.P.	10.00	2,000.00
50 hours	Power Shovel	14.00	700.00
100 hours	Dump Trucks	8.50	850.00
24,000 cu. yds.	Embankment in Place	0.70	16,800.00
230 lin. ft.	18-inch Asbestos Bonded Corrugated Metal Pipe	5.00	1,150.00
900 lin. ft.	8-inch Perforated Metal Drain Pipe	2.50	2,250.00
260 cu. yds.	Hauling and Placing Special Backfill in Drains	3.00	780.00
250 lin. ft.	Metal Guard Rail	4.00	1,000.00
950 cu. yds.	Hauling and Placing Stone Base Material	1.50	1,425.00
30 M-gal.	Sprinkling	3.00	90.00
			$ 30,485.00
All Required	Flagging (57½ of Contractors Cost)		300.00
		Subtotal	$ 30,785.00
		10% Engr. & Cont.	3,078.50
		Total	$ 33,863.50

Length of Project 0.000 mile

Federal Funds- - - -

RECEIVED
APR 2 - 1956
FOR FILING

ETR-12/61
4651

April 2, 1956

Mr. Glen Ousley
110 Merry lane
Eugene, Oregon

Dear Sir:

We enclose herewith for your files a fully executed copy of contract No. 4651, which was awarded to you by the State Highway Commission on March 13, for slide correction on the Mussel Creek Section of the Oregon Coast Highway in Curry County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl
encl.

RECEIVED
MAR 30 1956
FOR FILING

ER-12 (1)
4651

March 29, 1956

Mr. C. G. Polk
District Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

This is to advise you that work was started on March 21, 1956 on Contract No. 4651, Hunsel Creek Section, in Curry County, in connection with Federal Aid Project No. ER-12(1).

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Deputy State Highway Engineer

DEP:eh

RECEIVED
APR 11 1956
FOR FILING

ER-12-14
4651

March 13, 1956

Mr. Glen Ousley
110 Merry Lane
Eugene, Oregon

Dear Mr. Ousley:

The State Highway Commission on March 1, 1956 accepted your proposal for the Mussel Creek Slide Correction Project on the Oregon Coast Highway in Curry County for the sum of $28,458.50 and referred it to the State Highway Engineer with authority to award the contract to you as soon as certain conditions had been fulfilled. This note is to inform you that such conditions have now been satisfied and that the State Highway Engineer today awarded you the contract in conformity with the Commission's authorization. This project has been assigned Contract No. 4651.

Contract forms are now being prepared in this office and will be mailed to you shortly for execution.

This confirms my wire to you of this date.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

blm
cc: Pacific Builder & Engineer, Inc.
2418 Third Ave.
Seattle 1, Wash.

Attn. Dorothy McCormack

R. G. Savage (SIAC)
Forrest Cooper
S. H. Probert

RECEIVED
MAR 15 1956
FOR FILING

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

DOMESTIC SERVICE	
Check the class of service desired; otherwise this message will be sent as a fast telegram	
TELEGRAM	
DAY LETTER	
NIGHT LETTER	

WESTERN UNION TELEGRAM

1206 (4-35)

W. P. MARSHALL, PRESIDENT

INTERNATIONAL SERVICE	
Check the class of service desired; otherwise the message will be sent at the full rate	
FULL RATE	
LETTER TELEGRAM	
SHORE-SHIP	

NO. WDS.-CL. OF SVC.	PD. OR COLL.	CASH NO.	CHARGE TO THE ACCOUNT OF	TIME FILED

Send the following message, subject to the terms on back hereof, which are hereby agreed to

Salem, Oregon
March 13, 1956
11:15 a. m.

Mr. Glen Ousley
110 Merry Lane
Eugene, Oregon

Contract for Mussel Creek Slide Correction Project on Oregon Coast Highway in Curry County for which you submitted low bid on March 1, 1956 awarded you today. Contract forms follow shortly.

H. B. Glaisyer, Secretary
OREGON STATE HIGHWAY COMM.

cc: Confirmation
Accounting (5003-900)
C. W. Head
File

RECEIVED
MAR 1 1 1956
STATE

RECEIVED
MAR 15 1956
FOR FILING

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

406 STATE HIGHWAY BLDG.
SALEM, OREGON

OREGON DISTRICT
ER-12(1)
41.51

08-35

March 13, 1956

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

As requested in your letter of today advising that all rights of way have been acquired for Oregon Project ER-12(1), Mussel Creek Section of the Oregon Coast Highway, we hereby concur as of this date in award of contract No. 4651 to Glen Ousley of Eugene, Oregon, low bidder in the amount of $28,458.50 at the March 1, 1956 bid opening.

Very truly yours,

C. G. POLK
District Engineer

RECEIVED
MAR 14 1956
STATE H

RECEIVED
MAR 13 1956
FOR FILING

ER-12(1)
4651

ER-12(1)

March 13, 1956

Mr. C. G. Polk
District Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Your concurrence as of today is requested in the award of contract for slide correction on the Mussel Creek Section of the Oregon Coast Highway in Curry County, Project ER-12(1), to Glen Ousley of Eugene, Oregon, on the basis of the bid of $28,458.50 submitted on March 1, 1956.

All rights of entry required for this contract are acquired.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

S. H. Probert
Office Engineer

SHP:ia

RECEIVED
MAR 5 - 1956
FOR FILING

ER-12(1)
4651
(ER-12(1)

March 5, 1956

Mr. Glen Ousley
110 Merry Lane
Eugene, Oregon

Dear Mr. Ousley:

The State Highway Commission on March 1, 1956 accepted your bid in the amount of $28,458.50 for the Mussell Creek Slide Correction Project on the Oregon Coast Highway, in Curry County, which was the low bid received for that job. The Commission referred the bid to the Engineer with authority to award the contract to you as soon as certain conditions have been satisfied.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

blm
cc: Forrest Cooper
S. H. Probert
R. G. Savage, SIAC

RECEIVED
MAR 1 - 1956
FOR FILING
OREGON DISTRICT
ER-12 (1)
4(3)-1
ER-12(1)
08-35

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

408 STATE HIGHWAY BLDG.
SALEM, OREGON

February 15, 1956

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

We have today approved P. S. and E. documents for Oregon Project ER-12(1), Mussell Creek Section of the Oregon Coast Highway. This is your authority to advertise for bids.

Approval of P. S. and E. documents and authority to advertise for bids are given with the understanding that the State-owned crushed rock complies with the standard specifications and will be made available to the contractor without cost and without Federal participation.

Very truly yours,

C. G. Polk

C. G. POLK
District Engineer

RECEIVED
FEB 28 1956
STATE HIGHWAY COMMISSION

RECEIVED
FEB 15 1956
FOR FILING

ER-12 (1)
#657

ER-12(1)

February 14, 1956

Mr. C. O. Polk
District Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

On the Mussell Creek Emergency Relief Project ER-12(1), the material to be used in embankment replacement is a sandstone located on a steep slope directly above the ocean. It is expected that when this material is loosened by blasting, considerable quantities will be lost down the slope.

To avoid having to pay for the materials lost or wasted, we propose to measure the materials in place in the embankment and to make payment at the price bid per cubic yard for "Embankment in Place". The quantity involved is about 24,000 cu. yds.

The same project requires about 1,100 cubic yards of crushed rock; 900 yds. in surfacing and 200 yds. in the backfilling of drains. To avoid the extra expense involved in producing so small a quantity of crushed materials, we propose to furnish the material to the contractor from a state-owned stockpile nearby, without cost to the contractor and on a non-participating basis with respect to federal aid.

Your approval of the above proposals is requested.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Deputy State Highway Engineer

RHP:ls

RECEIVED
FEB 14 1956
FOR FILING

ER-12(1)
41-7

ER-10(1)

February 10, 1956

Mr. C. G. Polk
District Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

This is to request programming of a Federal-aid Primary Highway Emergency Relief Project involving the repair of slides on the Hunsel Creek-Euchre Creek Section of the Oregon Coast Highway (Stations 610 and 657), these slides being occasioned by extreme saturation from prolonged and intense rains occurring during December 1955.

These slides are located at two points:

At Station 610 — A fill slide taking out the entire roadbed. Repair requires 30,000 cu. yds. of rock fill material, 700 cu. yds. rock surfacing and 150 tons of asphaltic concrete pavement, plus about $3,000 of work on drainage facilities.

At Station 657 — Portion of fill and shoulder surfacing washed away and creek bank eroded. Restoration requires 4,000 cu. yds. of rock fill material and 850 cu. yds. of rock surfacing materials and 50 tons of asphaltic concrete.

Work to be done includes some correction work as well as restoration work. The work is planned to be done by contract except for such as is required to make temporary provision for traffic.

The progress data for the project is as follows:

Item No.	10
County	Curry
Project No.	ER-12(1)
Federal Route No.	2
State Route No.	US 101
Termini	Approx. 11.4 miles south to 12.4 miles south of Port Orford (Hunsel Creek-Euchre Creek Section)

Construction Costs:	
Total Cost	$40,000
Federal Funds	20,000
State Funds	20,000
Other Funds	- -
Project Totals:	
Total Cost	$40,000
Federal Funds	20,000
Length	0.00
Character of Proposed Work	Repairs and correction work at slides occurring at Stations 610 and 657.

Traffic Volumes are as follows:

1955 ADT	900
Per cent Commercial	10%
1975 ADT	1,800
Per cent Commercial	10%

As an emergency situation is involved, we desire to issue a call for bids for this work on February 15.

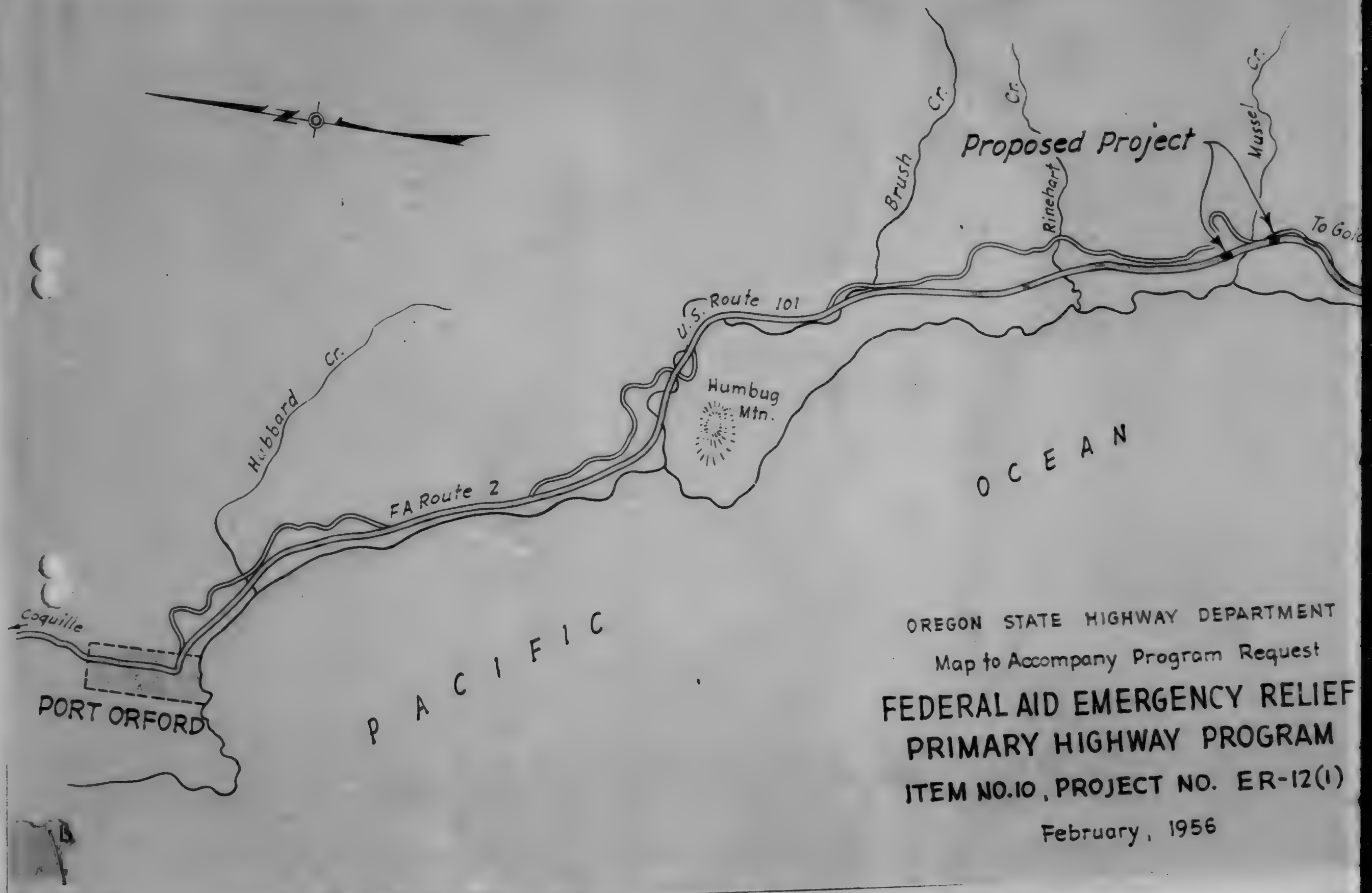
Very truly yours,

R. H. Hildreth
State Highway Engineer

By

W. C. Williams
Deputy State Highway Engineer

SEP:ls



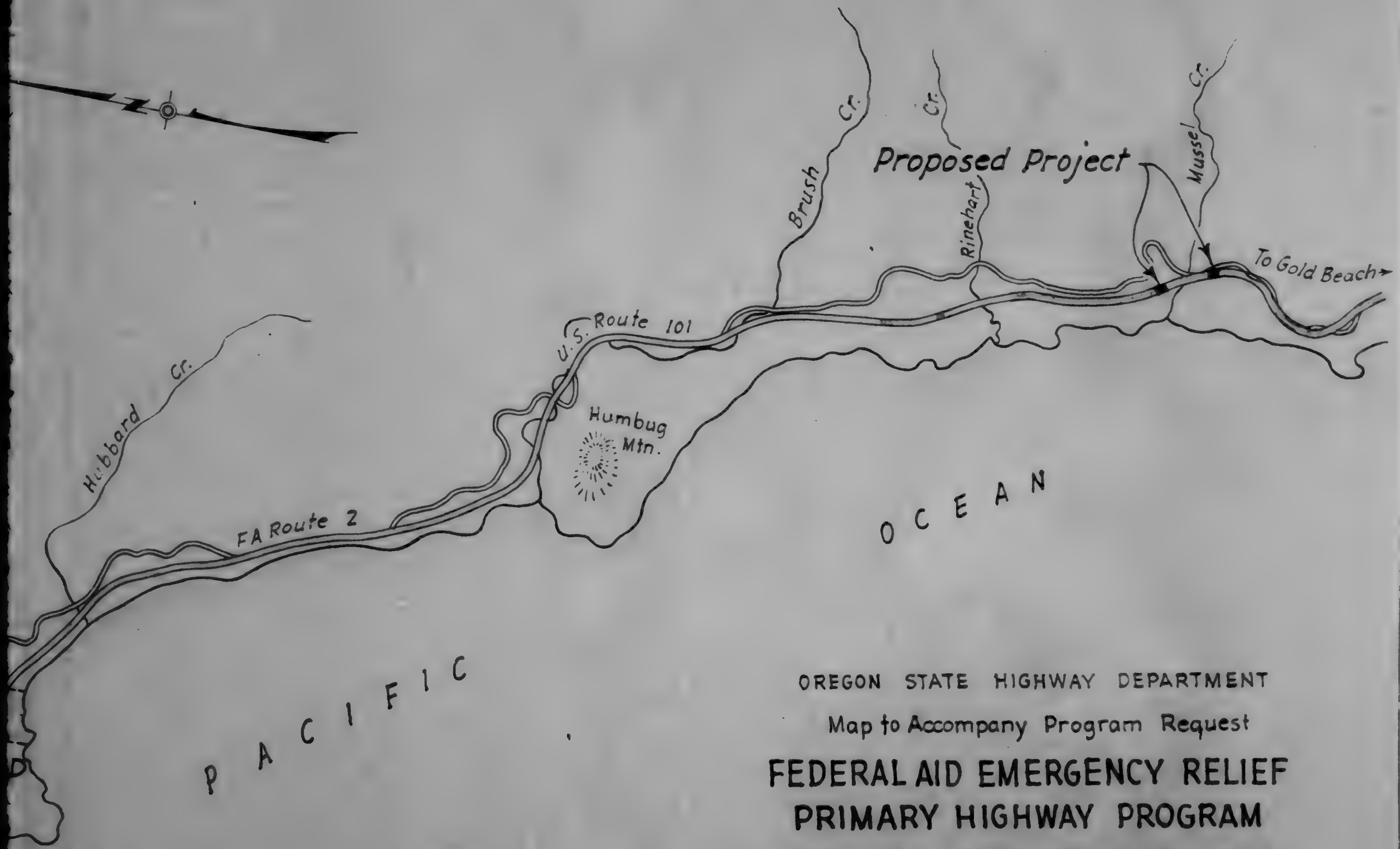
OREGON STATE HIGHWAY DEPARTMENT

Map to Accompany Program Request

FEDERAL AID EMERGENCY RELIEF PRIMARY HIGHWAY PROGRAM

ITEM NO.10, PROJECT NO. ER-12(1)

February, 1956



OREGON STATE HIGHWAY DEPARTMENT

Map to Accompany Program Request

FEDERAL AID EMERGENCY RELIEF PRIMARY HIGHWAY PROGRAM

ITEM NO.10, PROJECT NO. ER-12(1)

February, 1956

S-176(2) 466' Reinf. Concrete & Steel 1956
Girder Bridge over Yaquina River

#1652

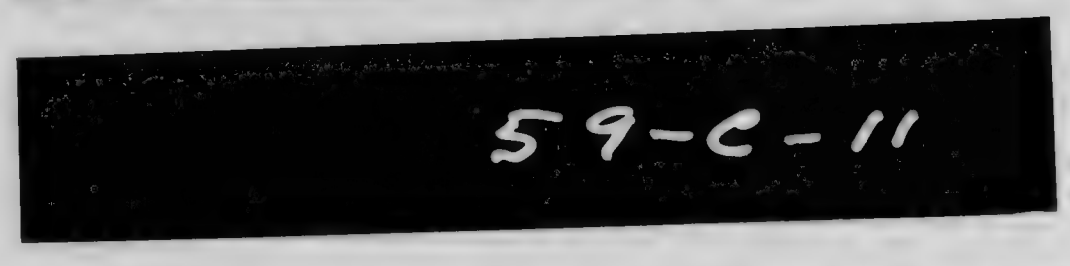
1-27-59

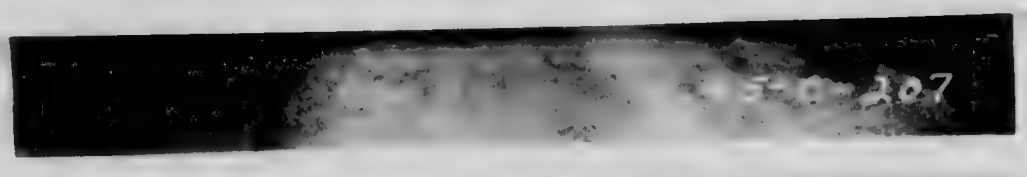
FAS 584 County Lincoln Contract No. _____

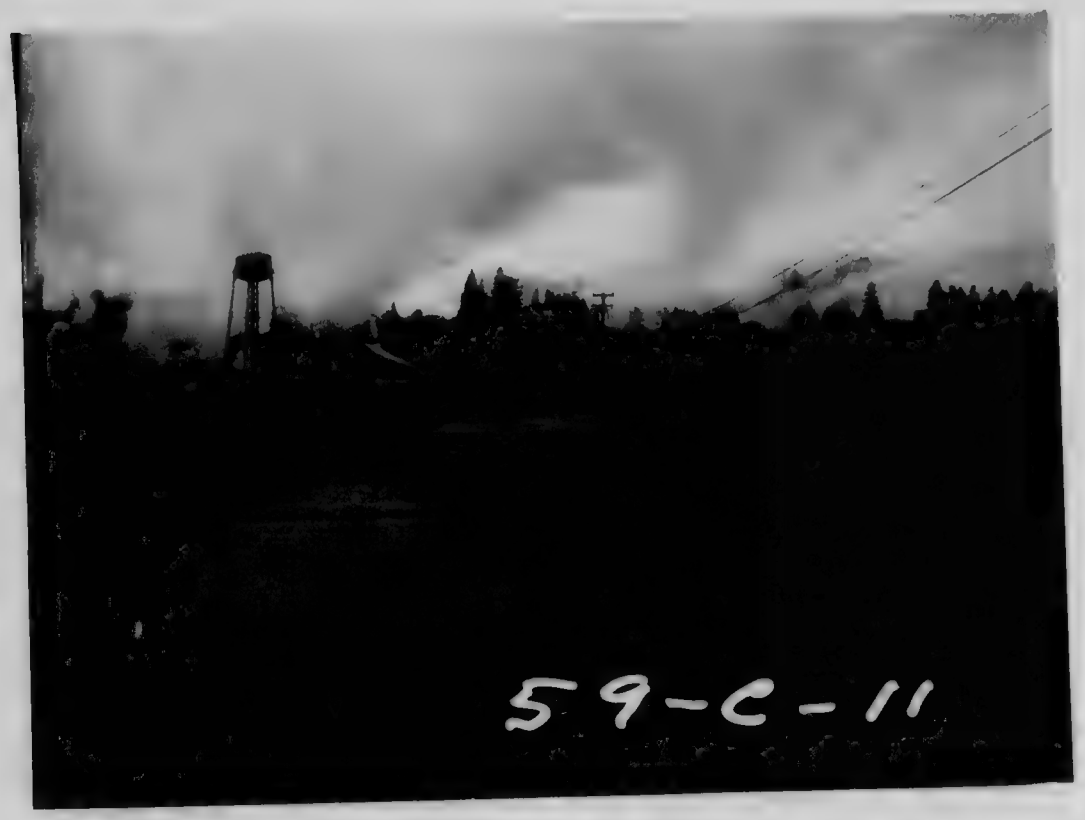
Section _____

Location _____

_____






59-C-11

55-C-207

55-C-208

55-C-207

55-C-208

55-C-208

Form A-180—10M—6-56

NOTED

INVOICE

Oregon State Highway Department

SALEM, OREGON

Invoice No. 58812

Lincoln County
Newport, Oregon

Contract 4652
S- 176(2)

RECEIVED
JAN 2 1959
COUNTY ROAD OPERATIONS

Date 12/30/58

Your Req. No.

Billing Request No. CC-160

Credit Distribution 521-1750-677

Final billing: Yaquina River(Toledo) bridge, FAS 58b., covered by agreement dated 3/2/56

County shows ch total costs as per attached statement	$42,475.58	
Less: Amount previously transferred	32,000.00	
Balance		$10,475.58
Original Advance Deposits	$2,000.00	
Less: Amount previously transferred	2,000.00	
Balance advance deposits		10,000.00
Balance due		475.58

ACKNOWLEDGMENT OF BILLING REQUEST

Cash Received with Request: $.....

By.....

State Printing 13107

By

John F. Hagemann
Assistant County & City Relations Engineer

JFH:mm
Att.

NOTED
JOHN D. GRAHAM

NOTED
C. G. SWENSON

December 31, 1958

NOTED
V. R. JONES

Lincoln County Court
Courthouse
Newport, Oregon

NOTED
John F. Hagemann

Gentlemen:

Final costs are now available for the Yaquina River (Toledo) Bridge on FAS 584. As shown in the attached cost statement a balance of $475.58 is due the state in connection with this project.

Our accounting division will forward a billing form for this amount within the next few days. Please make payment upon receipt of this billing form.

Very truly yours,

W. C. Williams
State Highway Engineer

By

John F. Hagemann
Assistant County & City Relations Engineer

JFH:mm
Att.

NOTED
JOHN D. GRAHAM

NOTED
C. G. SWENSON

December 31, 1958

NOTED
V. R. JONES

Lincoln County Court
Courthouse
Newport, Oregon

NOTED
John F. Hagemann

Gentlemen:

Final costs are now available for the Yaquina River (Toledo) Bridge on FAS 584. As shown in the attached cost statement a balance of $475.58 is due the state in connection with this project.

Our accounting division will forward a billing form for this amount within the next few days. Please make payment upon receipt of this billing form.

Very truly yours,

W. C. Williams
State Highway Engineer

By

John F. Hagemann
Assistant County & City Relations Engineer

JFH:mm
Att.

NOTED
JOHN D. GRAHAM

NOTED
C. G. SWENSON

OREGON STATE HIGHWAY DEPARTMENT

ITEMIZED STATEMENT OF FINAL COSTS

County Lincoln Contract No. [illegible] Date [illegible]

FAS [illegible] Section Yaquina River (T[illegible]) B[illegible]

PAYMENTS TO CONTRACTOR

Item	Unit	Unit Price	Total Qty.	Total Cost
Payments to contractor as per attached tabulation.				$12,[illegible]
Construction Engineering				[illegible]
TOTAL CONSTRUCTION [illegible]				[illegible]
FEDERAL FUNDS ALLOCATED TO PROJECT. . . .				$ [illegible]

[illegible] COUNTY SHARE OF FINAL COST

100% of all costs over $[illegible]
($[illegible] - $[illegible]) - [illegible]

50% of difference between $[illegible]
and [illegible] [illegible]
($[illegible] - $[illegible]) [illegible] - [illegible]

Total County Share. . . . . [illegible]
County [illegible] Deposit. . . . . [illegible]

BALANCE DUE [illegible] . . . . . $ [illegible]

JVH:[illegible]

Item	Unit	Unit Price	Total Quan.	Total Amount
1. Remove old bridge	all	16,500.00	all	16,500.00
2. Structural excavation	c.y.	4.50	109.67	493.52
3. Furnish untreated tmr. piling	l.f.	.80	1,021	816.80
4. Drive untreated tmr. piles	each	40.00	20	800.00
5. Furnish treated tmr. piling	l.f.	1.80	2,198.5	3,956.70
6. Drive treated timber piles	each	15.00	80	1,200.00
7. Class "A" concrete	c.y.	71.50	56.4	4,037.32
8. Metal reinforcement	lb.	.11	109,972	12,096.92
9. Structural steel	all	67000.00	all	67,000.00
10. Treated Timber in place	m/fbm	210.00	17.1517	3,601.83
11. 8-inch metal drain pipe	l.f.	4.00	112	448.00
PA #1 drive test piling	all	328.37	all	328.37
PA#2 splice piling	each	43.00	15	645.00
PA #3 cement adjustment	unit	1.40	66.25	92.15
BWO#1 move beam Farms	all	164.70	all	162.30
			Total	158,380.35

RECEIVED
SEP 22 1958

FOR FILING

F-176 (2)

(CONTRACT NO.) 4652

OREGON STATE HIGHWAY DEPARTMENT
(date)

Sept. 19. 1958

(EST. NO.)

(CONTRACTOR)

6652
(VOUCHER NO.)

14 Final
(WARRANT NO.)

Tom Lillebo
(AMOUNT) (DATE)

21626

H223507

$ 15,377.80 9-19-58

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

Gertrude Chadwesake
ACCOUNTING DIVISION

Specified completion date: Oct. 31, 1957

Time Extensions: July 15, 1958, and Aug. 7, 1958

Completion Date: Aug. 7, 1958

Date Accepted: Sept. 11, 1958

Penalties: None of record

Claims: None of record

Remarks: Assignment to Tom Lillebo Construction Co.

Date: Sept. 19, 1958

To the Accounting Division:

Release of the above warrant is hereby authorized

H. B. Glaisyer
Secretary

Warrant Mailed: SEP 22 1958

NOTED ON CARD

FORM E-128

RECEIVED
SEP 16 1958
FOR FILING

COMMISSIONERS
CHAS. H. REYNOLDS, CHAIRMAN
LA GRANDE
M. K. McIVER, MEMBER
PORTLAND
ROBERT B. CHESSMAN, MEMBER
ASTORIA
H. B. GLAISYER, SECRETARY
SALEM

46 52

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

W. C. WILLIAMS
STATE HIGHWAY ENGINEER
FORREST COOPER
DEPUTY STATE HWY. ENGR.
LEONARD I. LINDAS
COUNSEL

Sept. 15, 1958

Tom Lillebo Construction Co.
Box 365
Newsport, Oregon

Gentlemen:

The State Highway Commission at its meeting held on Sept. 11, 1958, had under discussion your request for a second extension of time, from July 15, 1958, to Aug. 7, 1958, within which to complete your Contract No. 4652, for Yaquina River Bridge on the Toledo-Elk City Highway in Lincoln County.

We are pleased to inform you that the State Highway Commission granted your request. The Commission's action was based upon the recommendation of the State Highway Engineer, whose report on the subject considered but did not necessarily adopt any of the reasons given by you for failure to complete the project within the specified time limit.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

em

cc:
Ivan D. Merchant
J. D. Walker
Ray Kenman

NOTED ON CARD

RECEIVED
SEP 10 1958
FOR FILING

4652

Sept. 10, 1958

CERTIFIED MAIL

Federal Insurance Co.
Rodgers Insurance Agency, Inc.
803 Title & Trust Bldg.
Portland 4, Oregon

Gentlemen:

State Highway Contract No. 4652 for Yaquina River Bridge on the Toledo-Elk City Highway in Lincoln County was completed by the contractor, Tom Lillebo, on Aug. 7, 1958, but has not as yet been accepted by the Highway Commission.

Final payment in the amount of $15,377.80 will be released to the contractor, assigned to Tom Lillebo Construction Company, after acceptance by the Commission. The total contract amount is $152,380.15, of which amount $162.70 represents force account items.

The State is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the State assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

cm

cc: Federal Insurance Co.
Bonding Dept.
320 California St.
San Francisco 4, Calif.

NOTED ON CARD

RECEIVED
FOR FILING

August 20, 1938

Oregon State Highway Commission

Request for Extension of Time No. 1
September 11-12 meeting

Gentlemen:

The Lillard, contractor for the construction of the Yaquina River bridge on the Toledo-Elk City County road in Lincoln County, contract No. [illegible], requests a second extension of time to and including August [illegible], 1938, to cover the completion of the work on this project.

In the project the County was to remove the detour bridge. Because of delay by the County in taking out the bridge, Mr. Lillard was not able to finish a few minor items of work. The bridge was substantially completed and opened to traffic within the limits of the previous time extension, which was to July 15, 1938. No inconvenience was caused to travel and there were no additional engineering costs. This is one of the older contracts which did not carry the liquidated damage clause for overrun in time. It is recommended that you approve the time extension.

The concurrence of the Bureau of Public Roads in this time extension is not required.

Very truly yours,

H. C. Williams
State Highway Engineer

Encl.

cc Mr. G. S. Paxson
Mr. Ivan D. Merchant

GSP:gm fn

FORM E-123

RECEIVED
DEC 10 1957
FOR FILING

COMMISSIONERS
CHAS. H. REYNOLDS, CHAIRMAN
LA GRANDE
M. K. McIVER, MEMBER
PORTLAND
ROBERT B. CHESSMAN, MEMBER
ASTORIA
H. B. GLAISYER, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

W. C. WILLIAMS
STATE HIGHWAY ENGINEER
FORREST COOPER
DEPUTY STATE HWY. ENGR.
LEONARD I. LINDAS
COUNSEL

Dec. 6, 1957

Tom Lillebo Construction Co.
Box 365
Reedsport, Oregon

Gentlemen:

The State Highway Commission at its meeting held on Dec. 5, 1957, had under discussion your request for an extension of time from Oct. 31, 1957, to July 15, 1958, within which to complete your contract No. 4652, for bridge reconstruction on the Yaquina River Section of the Toledo-Elk City Highway in Lincoln County.

We are pleased to inform you that the State Highway Commission granted your request. The Commission's action was based upon the recommendation of the State Highway Engineer, whose report on the subject considered but did not necessarily adopt any of the reasons given by you for failure to complete the project within the specified time limit.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

em

cc: P. M. Stephenson
J. D. Walker
O. R. Kennon

NOTED ON CARD

RECEIVED
DEC 4 1957
FOR FILING

S-176(2)

46-D

December 3, 1957

Request for Extension of Time
No. 6
December 5 and 6 meeting

Oregon State Highway Commission

Gentlemen:

Re: Yaquina River Bridge
In Lincoln County
Contract No. 4222

Tom Lillebo, contractor on the Yaquina River Bridge on the Toledo-Elk City Highway in Lincoln County, has requested an extension of time from the specified completion date October 31, 1957 to July 15, 1958 in which to complete the project.

On account of a steel strike, structural steel was delayed in delivery. The contractor completed all work that could be done prior to arrival of structural steel and then had to postpone work on this project for several months while waiting for structural steel. It is anticipated that traffic will be using this bridge about January 15, 1958. It will be necessary to wait for the arrival of suitable weather in the spring of of 1958 to complete the painting of the structural steel.

As this delay was beyond the control of the contractor, it is recommended that this request for extension be granted without penalty. This is a secondary highway project and does not require the concurrence of the Bureau of Public Roads.

This contract does not carry the liquidated damage provisions.

Very truly yours,

R. C. Williams
State Highway Engineer

PHE/ms
Attached

CPR8-2061

FORM PR 3 (October 1954)

U. S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

State Oregon
County Lincoln
Project No. S-176(2)

-176(2)

PROJECT AGREEMENT FOR SECONDARY ROAD UNDER 1954 SECONDARY ROAD PLAN

MEMORANDUM OF AGREEMENT made this 20th day of June, 1956, by and between The Oregon State Highway Commission, constituting for the purpose hereof the Highway Department of the State of Oregon, hereinafter called the Highway Department, and the Commissioner of Public Roads, Bureau of Public Roads, Department of Commerce, hereinafter called the Commissioner, pursuant to the provisions of the Act of Congress approved July 11, 1916 (39 Stat., 355), as amended and supplemented.

WITNESSETH:

WHEREAS, the Highway Department of said State has submitted a program, which was approved on the 6th day of January, 1956, for the project hereinafter described; and

WHEREAS, the Highway Department has furnished a contract estimate or force account estimate for said project; and

WHEREAS, State or local funds have been made available for the project in accordance with the requirements of the aforesaid Act of July 11, 1916, as amended and supplemented.

NOW, THEREFORE, in consideration of the premises and of the several promises to be faithfully performed by each, as hereinafter set forth, the Highway Department and the Commissioner do hereby mutually agree as follows:

WORK EMBRACED IN PROJECT

ARTICLE I. This agreement covers the following work as briefly described in the program:

Being 0.088 miles of bridge construction
(Character of work)

between F.A. Route 22 in Toledo and F.A. Rte. 22 north of Elk City.
(Control points)

consisting of 0.000 miles of roadway and one (Number) bridge X totaling 0.088 miles in length.

CHARACTER AND METHOD OF CONSTRUCTION

ARTICLE II. The Highway Department will construct or cause to be constructed to final completion said project under its direct supervision, which shall include adequate inspection throughout the course of construction, and in accordance with the standards and procedures approved by the Commissioner under its 1954 Secondary Road Plan.

UNITED STATES PRO RATA SHARE OF THE COST OF SAID PROJECT

ARTICLE III. The United States pro rata share of the cost of the project covered by this agreement shall not in any event exceed the sum of ninety-four thousand, two hundred and 00/100 dollars ($ 94,200.00), which does not exceed the authorized United States pro rata share of the approved total estimated cost of said project, which is one hundred sixty three thousand, nine hundred sixty four and 90/100 ~~163,964.90~~ dollars ($).

Comm—DC—32551

PAYMENTS

ARTICLE IV. As the work on said project progresses, or upon its completion, and upon receipt of vouchers from the Highway Department, the Commissioner shall from time to time submit schedules of vouchers certified by him to the Secretary of the Treasury for payment to the official or depository authorized under the laws of said State and designated by the Highway Department to receive public funds.

The Commissioner reserves the right to withhold such sums as he may deem necessary to insure completion of the work in compliance with this agreement.

MAINTENANCE OF PROJECT

ARTICLE V. The Highway Department will be responsible for the maintenance of said project in compliance with said Act of July 11, 1916, as amended and supplemented, and will use every means within its power to insure proper and permanent maintenance thereof.

IN WITNESS WHEREOF, the parties have hereunto affixed their signatures as of the day and year first above written.

OREGON STATE HIGHWAY COMMISSION
(Official title of Highway Department)

By _____
Chairman, State Highway Commission
(Title)

By _____
Member, State Highway Commission
(Title)

By _____
Member, State Highway Commission
(Title)

RECOMMENDED FOR APPROVAL:

_____
STATE HIGHWAY ENGINEER

COMMISSIONER OF PUBLIC ROADS

By _____
Division Engineer, Bureau of Public Roads

—33205

JUN 13 1956

Oregon State Highway Department

Federal Aid Secondary
Project No. S-176(2)

YAQUINA RIVER (TOLEDO) BRIDGE ON THE
YAQUINA RIVER ROAD IN LINCOLN COUNTY

(Estimate as a basis for project agreement. Based on low bid prices.)

Type Code X031
Yaquina River Bridge (Sta. 2+34.66 to Sta. 7+61.42)(Contract No. 4652)

Salem, Oregon, April 12, 1956

All Required	Remove Old Bridge		$ 16,500.00
90 cu. yds.	Structural Excavation	8.00	720.00
500 lin. ft.	Furnish Untreated Timber Piling	0.80	400.00
10 only	Drive Untreated Timber Piles	40.00	400.00
1,805 lin. ft.	Furnish Treated Timber Piling	1.80	3,249.00
44 only	Drive Treated Timber Piles	45.00	1,980.00
550 cu. yds.	Class "A" Concrete	73.00	40,150.00
105,000 lbs.	Metal Reinforcement	0.12	12,600.00
All required	Structural Steel		67,000.00
18 M.Fbm	Treated Lumber in Place	310.00	5,580.00
120 lin. ft.	6-inch Metal Drain Pipe	4.00	480.00
	Subtotal		$149,059.00
	10% Engr. & Cont.		14,905.90
	Total		$163,964.90

Length of Structure 0.008 Mile

Federal Funds	$ 94,200.00
State Funds	30,800.00
County Funds	38,964.90
	$163,964.90

State Funds for Const.: Chap. 175, Laws 1917; Chap. 31, Laws 1920;
Funds for Maint.: Chap. 529, Laws 1939.
Chap. 529, Laws 1939.

Note: Necessary funds have been deposited with the Highway Department by Lincoln County.

RECEIVED
APR 5 - 1956
FOR FILING

April 4, 1956

Mr. Tom Lillebo
Box 365
Reedsport, Oregon

Dear Sir:

We enclose herewith for your files a fully executed copy of contract No. 4652, which was awarded to you by the State Highway Commission, covering Yaquina River Bridge reconstruction on the Toledo-Elk City Highway in Lincoln County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours

H. B. Glaisyer, Secretary

By

Floyd Query, Assistant Secretary

gl
encl.

Form A-150—10M—6-55

RECEIVED
MAR 19 1956
ENGINEER
COUNTY AND CITY RELATIONS

NOTED

INVOICE

Oregon State Highway Department

SALEM, OREGON

NOTED
J. W. CATTRALL

Lincoln County
Newport, Oregon

Attn: County Court

Invoice No. 44158

Date March 16, 1956

Your Req. No.

Billing Request No. ee-220

Credit distribution: 521-1042-297

RECEIVED
MAR 19 1956

Advance Deposit	$2,000.00
Partial transfer county's share total costs. Yaquina River (Toledo) Bridge, FAS 584, Lincoln County. Covered by agreement dated March, 1956.	32,000.00
To be retained	$10,000.00

ACKNOWLEDGMENT OF BILLING REQUEST

State Printing 80944

Cash Received with Request: $.....

By ..... G R Winchcomb

John W. Cattrall
Engineer, County and City Relations

JFH:mm

NOTED
V. R. JONES

March 15, 1956

Lincoln County Court
Courthouse
Newport, Oregon

NOTED
J. W. CATTRALL

Gentlemen:

This is to acknowledge receipt of an advance deposit of $42,000 in connection with the Yaquina River (Toledo) Bridge section of FAS 584. Contract No. 4652 has been awarded to Tom Lillebo and a copy of the contract will be forwarded as soon as available.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

John W. Cattrall
Engineer, County and City Relations

JFH:mm

NOTED
V. R. JONES

NOTED
Harold C. [illegible]

Salem, Oregon
March 15, 1956

FAS 584, Lincoln County
Yaquina River (Toledo) Bridge

Mr. G. J. Paxson
O F F I C E

NOTED
J. F. HAGEMANN

NOTED
J. W. CATTRALL

We have received this date Lincoln County's advance deposit of $42,000 in connection with the Yaquina River (Toledo) Bridge on FAS 584. This project is now clear for award of a contract.

John F. Hagemann
Asst. Engr., County & City Relations

JFH:mm

cc: P. M. Stephenson
S. H. Probert

NOTED
V. R. JONES

NOTED
Harold C. Ayers

March 2, 1956

Lincoln County Court
Court House
Newport, Oregon

NOTED
J. F. HAGEMANN

NOTED
J. F. HAGEMANN

NOTED
J. W. CATTRALL

Gentlemen:

On March 1st the Highway Commission received a satisfactory bid from Tom Lillebo of Reedsport for construction of the Yaquina River (Toledo) Bridge on FAS 584. As per the agreement between State and County, an advance deposit based on the low bid received is required prior to award of a contract. The amount of this deposit is as follows:

Bid Items	$149,059.00
12-1/2% Engineering & Contingencies	18,632.38
Estimated Total Cost.....	$167,691.38

Advance Deposit	
20% of $157,000 =	$ 31,400.00
100% of all over $157,000 =	10,691.38
Total.....	$ 42,091.38 or say $42,000

Please make this deposit by means of a check or warrant in the amount of $42,000 payable to the Oregon State Highway Commission, forwarding same to this office. Upon receipt of the deposit a contract will be signed.

rec'd. 3/15/56
Cont # 4652

Very truly yours,

R. H. Baldock
State Highway Engineer

By

John W. Cattrall
Engineer, County and City Relations

JFH:mm

RECEIVED
APR 11 1956
FOR FILING

3-14-56
4652

March 15, 1956

Mr. Tom Lillebo
Reedsport, Oregon

Dear Sir:

The State Highway Commission on March 1, 1956 accepted your proposal for construction of a reinforced concrete and steel girder bridge over the Yaquina River at Toledo in Lincoln County for the sum of $149,059 and referred it to the State Highway Engineer with authority to award the contract to you as soon as certain conditions had been fulfilled. This note is to inform you that such conditions have now been satisfied and that the State Highway Engineer today awarded you the contract in conformity with the Commission's authorization. This project has been assigned Contract No. 4652.

Contract forms are now being prepared in this office and will be mailed to you shortly for execution.

This confirms my wire to you of this date.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

cc: Pacific Builder & Engineer, Inc.
2418 Third Avenue
Seattle 1, Washington

Attention: Dorothy McCormack

R. G. Savage, SIAC
Forrest Cooper
P. M. Stephenson
S. H. Probert

RECEIVED
MAR 8 - 1956
FOR FILING

DOMESTIC SERVICE
Check the class of service desired; otherwise this message will be sent as a fast telegram

TELEGRAM	
DAY LETTER	
NIGHT LETTER	

$
S
E

WESTERN UNION
TELEGRAM

W. P. MARSHALL, PRESIDENT

1206 (4-55)

INTERNATIONAL SERVICE
Check the class of service desired; otherwise the message will be sent at the full rate

FULL RATE	
LETTER TELEGRAM	
SHORE-SHIP	

NO. WDS.-CL. OF SVC.	PD. OR COLL.	CASH NO.	CHARGE TO THE ACCOUNT OF	TIME FILED

Send the following message, subject to the terms on back hereof, which are hereby agreed to

Salem, Oregon
March 15, 1956
8:40 a. m.

Mr. Tom Lillebo
Reedsport, Oregon

Contract for Yaquina River Bridge in Lincoln County for which you submitted low bid on March 1, 1956 awarded you today. Contract forms follow shortly.

H. B. Glaisyer, Secretary
OREGON STATE HIGHWAY COMM.

cc: Accounting (5003-900)
Files
C. W. Head

RECEIVED
MAR 8 - 1956
FOR FILING

S-172 (2)
4652

March 8, 1956

County Court of Lincoln County
Court House
Newport, Oregon

Gentlemen:

We are enclosing herewith for the records and files of Lincoln County one fully executed copy each of a maintenance agreement and finance agreement between the State Highway Commission and Lincoln County covering the Yaquina River (Toledo) Bridge on FAS 584.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

rn
Enc. 2

RECEIVED
MAR 13 1956
FOR FILING

March 8, 1956
Salem, Oregon

S-172.24
4652

Yaquina River (Toledo) Bridge
FAS 584, Lincoln County

Mr. John W. Cattrall
S-176(2) County & City Relations Engineer
O f f i c e

Attached hereto for further handling are four certified copies of a maintenance agreement and one conformed copy of a finance agreement covering the Yaquina River (Toledo) Bridge on FAS 584 in Lincoln County.

One fully executed copy of each of the above agreements has been retained in this office for the Commission's files and one each has been sent to the County Court of Lincoln County.

H. B. Glaisyer
Secretary

FH
Attach: 5

FORM E30—50M—2-55—82964

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
February 27, 1956

SUBJECT: Yaquina River (Toledo) Bridge
FAS 584, Lincoln County

To: Mr. W. C. Williams
O F F I C E

REFERRED TO
Glaisyer
BY DEPUTY STATE HIGHWAY ENGINEER

Attached are three copies each of a finance agreement covering the Yaquina River (Toledo) Bridge on FAS 584 in Lincoln County.

Two copies of the agreement have been executed by the Court and are now ready for presentation to the Highway Commission. Both copies require your signature of approval.

Also attached are six copies of a maintenance agreement covering the same project. After signature by the Highway Commission please return four either fully executed or certified true copies to this office for transmittal to the B.P.R.

This project was approved by the Highway Commission on March 2, 1955.

John D. Graham
John D. Graham
Office Engr., County & City Relations

JDG:mm
Att.

Sign 4 copies

AUTHORIZED BY HIGHWAY COMMISSION
DATE 3-2-55 Minute Page 34
Secretary

(A)

NOTED
V R. JONES

NOTED
Harold C. Ayers

February 15, 1956

Lincoln County Court
Courthouse
Newport, Oregon

NOTED
J. W. CATTRALL

NOTED
J. F. [illegible]N

Gentlemen:

Enclosed are two copies of an agreement covering finances, six copies of an encroachment resolution, six copies of a maintenance agreement, and a set of plans and specifications in connection with the Yaquina River (Toledo) Bridge on FAS 584 upon which bids will be received March 1st.

The finance agreement covers state and county participation in costs and provides for an advance deposit to be made by the county after the low bid has been determined and prior to award of a contract. The estimated total cost for this bridge including engineering and contingencies is $163,700; however, the low bid received plus 12-1/2% for engineering and contingencies will be the basis for the county's advance deposit. Please treat this estimate as confidential.

The maintenance agreement and encroachment resolution are standard forms required by the Bureau of Public Roads for projects of this nature.

The set of plans and specifications is for your information and records. The specifications provide that the project shall be completed not later than October 31, 1957.

If satisfactory, please sign, have the County Clerk attest, with seal, and return all copies of each agreement and five copies of the resolution to this office. After signature by the Highway Commission a fully executed copy of each agreement will be returned for the county's records. All documents should be mailed so as to arrive in Salem not later than February 24th.

Very truly yours,

R. H. Baldock
State Highway Engineer

By: John W. Cattrall
Engineer, County and City Relations

JFH:mm
Encl.

NOTED
J. W. CATTRALL

Salem, Oregon
December 29, 1955

Yaquina River Bridges at
Toledo and Elk City,
FAS 584, Lincoln County

Mr. P. M. Stephenson
Bridge Engineer

NOTED
J. F. HAGEMANN

For your information I wish to advise that, after making final settlement with Lincoln County for the Yaquina River Bridge at Elk City, there remains a total of $157,000 (includes federal, state, and county funds) of FAS funds available for the Yaquina River Bridge at Toledo. This figure of $157,000 supersedes the $154,000 initially programmed.

John F. Hagemann
Asst. Engr., County and City Relations

[redacted]

cc: V. G. O'Neil
J. W. Nash

Memo to J. W. Nash
12/13/55

Yaquina River Bridge
FAS Route 584

NOTED
J. W. CATTRALL

NOTED
[illegible]

This bridge is located approximately one mile south of the junction of FAS 584 with FA Route 22 in Toledo. The existing structure is a steel through truss with pile trestle approaches. This bridge has a horizontal clearance of 15'-1" and the approach spans have deteriorated to the point that the bridge is no longer adequate for present traffic.

The proposed project is to construct reinforced concrete approach spans and welded steel girder main spans for a total bridge length of 467 feet. The new structure will be on the same location as the existing bridge and utilize two existing piers. The horizontal clearance will be 26 feet. All required road approaches are to be constructed by Lincoln County without federal cooperation.

This route follows the Yaquina River Valley and is bordered by tidelands. It gives direct service to dairy farms and cut-over timber lands in the adjacent hills. It also serves as a connecting route between Elk City and Toledo and as a log haul route to Toledo from the area south of the Yaquina River.

The 1.5 mile section extending from a point approximately 0.5 mile south of the Yaquina River northerly through the city of Toledo to FA Route 22 has an 18' wide bituminous wearing surface with 1' to 2' shoulders. The balance of the route has a 14' to 16' wide gravel surface on a 14' to 22' wide roadway. The county has no immediate plans for improving this road other than by maintenance operations.

Due to lack of funds

LINCOLN COUNTY
Bridge Length: 467'

Funds:		
	Federal	$ 92,400
	State	30,800
	County	30,800
	Total..	$154,000

NOTED
J. F. HAGEMANN

JFH:mm
12/13/55

FORM E-122 50M REVISED 9-53

COMMISSIONERS
BEN R. CHANDLER, CHAIRMAN
Coos Bay
CHAS. H. REYNOLDS, MEMBER
La Grande
M. K. McIVER, MEMBER
Portland
H. B. GLAISYER
Secretary

OREGON
STATE HIGHWAY DEPARTMENT
SALEM

R. H. BALDOCK
State Highway Engineer
W. C. WILLIAMS
1st Asst. State Hwy. Engr.
W. W. STIFFLER
2nd Asst. State Hwy. Engr.
C. W. ENFIELD
Chief Counsel

March 10, 1955

IN REPLY PLEASE REFER TO

County Court of Lincoln County
Courthouse
Newport, Oregon

NOTED
J. F. HAGEMANN

NOTED
J. W. CATTRALL

NOTED

Gentlemen:

The State Highway Commission at its meeting on March 2, 1955, discussed your request for an extension of Federal-aid Secondary Highway No. 584 (Elk City Road), westerly from Elk City to Toledo, a distance of 10.4 miles.

You will be pleased to know that the Commission approved such extension.

Respectfully yours,

H B Glaisyer

Secretary
OREGON STATE HIGHWAY COMM.

HBG:mm

cc: John W. Cattrall

RECEIVED
MAR 11 1955

S.T. #94

March 8, 1955

Lincoln County Court
Court House
Newport, Oregon

NOTED
J. W. CATTRALL

S.T. #9

NOTED
J. F. HACKEMANN

NOTED
Harold C. Ayers

Gentlemen:

On March 2nd the Highway Commission approved the extension of FAS 584 from Elk City to Toledo and also approved for construction with FAS funds the Yaquina River Bridge as shown in the attached tabulation.

Approval by the Bureau of Public Roads of the route extension and preparation of plans and specifications for the bridge are now required prior to contracting. Preliminary engineering will be handled by our division office at Salem and will proceed as rapidly as available engineering personnel will permit.

Very truly yours,

R. H. Baldock
State Highway Engineer -

By

John W. Cattrall
Engineer, County and City Relations

JFH:mm
Att.

LINCOLN COUNTY
PROPOSED PROJECT

FAS 584 - Yaquina River Bridge at Toledo, $154,000. This bridge is located immediately south of Toledo and the existing bridge is Highway Department Bridge Inventory No. 12132.

The proposed project is to replace the entire structure. The existing bridge was examined by Mr. Ricketts, Bridge Investigations Engineer, and the approaches found to be extensively deteriorated. The funds programmed represent the total available to Lincoln County through fiscal year 1957. Of the $154,000, $81,000 is immediately available and $73,000 will become available when the Federal Government apportions fiscal year 1957 funds sometime between July 1, 1955 and December 31, 1955. Design of the bridge should proceed as rapidly as possible and if completed before fiscal year 1957 funds can be contracted, the approach spans contracted separately. In the event the total bridge cost is less than $154,000 the balance of funds would be available for another project.

Approved by Highway Commission 3/2/55
2/15/55

TOM F. SKELTON, Judge
L. T. GRANT, Commissioner
RAY COX, Commissioner
WALLIE HAMMOND, Treasurer
ROBERT E. COLLINS, Clerk
W. T. HOLLEN, Dist. Attorney

H. KUHLENBECK, Sheriff
JOHN L. GRAHAM, Assessor
F. O. PARKER, Coroner
JOE LONGFELLOW, School Supt.
D. B. AMBLER, Surveyor
NANCY WETMORE, Health Nurse

COUNTY OF LINCOLN

Newport, ~~TOLEDO~~, OREGON

Harold C. Ayers

February 9, 1955

NOTED
J. W. CATTRALL

FAS 584

Mr. John W. Cattrall
Engineer, County and City Relations
Oregon State Highway Commission
Salem, Oregon

Dear Mr. Cattrall:

In reference to your letter of January 24, 1955, in regards to programing of the bridge across the Yaquina at Toledo, it is the consensus of opinion in the County Court that we would like to have the bridge planned as one project, as it should be designed as a complete unit.

While we are definitely desirious of having the approach construction done at the earliest possible date, we are not certain of whether the two projects can be built at the same time. This of course is because of the financing but it seems that we should have the preliminary work done for both the approaches and the span at this time.

Very truly yours,
Tom F. Skelton
Tom F. Skelton
Lincoln County Judge

TFS:vm

RECEIVED
FEB 11 1955
ENGINEER
COUNTY ... RELATIONS

RECEIVED
FEB 11 1955
... COMMISSION

NOTED
J. W. CATTRALL

Salem, Oregon
January 31, 1955

NOTED
Harold C. Avers

Mr. W. C. Williams
O F F I C E

NOTED
J. F. HAGEMANN

Lincoln County has requested the extension of FAS 584 (Elk City Road) westerly from Elk City to Toledo, a distance of 10.4 miles.

In the last two years Lincoln County has been concentrating its FAS funds on bridge construction as replacement of major structures is one of its principal road problems. The county with its own forces is working to perform required road work as evidenced by the oiling of FAS 150 (Siletz-Logsden) and the widening of FAS 151 (Burnt Woods-Harlan) during the past year.

The requested extension of FAS 584 is the direct result of an emergency which will require the immediate replacement of the Yaquina River bridge at Toledo. This bridge was recently examined by Mr. Ricketts, Bridge Investigations Engineer, and he advises that it requires replacement as soon as possible in order to carry normal traffic. Mr. Ricketts estimates it will cost $100,000 to $150,000 depending on the height required by the War Department, to replace this structure. Lincoln County has sufficient fiscal year 1956 and 1957 FAS funds to cover this expenditure.

The road itself serves as an outlet to the area in the vicinity of Elk City and south of the Yaquina River. This area produces considerable timber products as well as some agricultural products. Attached are seven copies of a small county map upon which the proposed extension is shown in color.

Because of the emergency involved I recommend the approval of this extension.

John W. Cattrall
Engineer, County and City Relations

Att.

See ST #94

LINCOLN COUNTY

FAS SYSTEM

Jan., 1954

"LEGEND"

- F.A. Primary Highway
- F.A.S. Highway on State Primary Highway
- F.A.S. Highway on State Secondary Highway
- F.A.S. Highway on County Road.

FAS 584
Lincoln Co.

NOTED
Harold C. Ayers

January 24, 1955

NOTED
J. W. CATTRALL

Honorable Tom F. Skelton
Lincoln County Judge
Newport, Oregon

NOTED
J. F. HALLMANN

Dear Sir:

As per your letter of January 17th enclosed are two copies of a map upon which the proposed extension of FAS 584 is shown in color. Please have the Court indicate its approval by signing in the space provided and returning one signed copy to this office. Upon receipt of this signed map the matter will be presented to the Highway Commission for consideration.

Mr. Ricketts, Bridge Investigations Engineer, advises that the entire Yaquina River Bridge at Toledo could be replaced at an estimated cost of from $100,000 to $150,000, depending upon the height required by the War Department. Lincoln County has $81,000 (including state, federal, and county funds) available at the present time and an additional $73,000 will become available sometime between July, 1955 and January, 1956, depending upon when the Federal Government apportions the fiscal year 1957 funds to the states. As several months would be consumed in the design of this bridge and in obtaining a hearing before the War Department as required for bridges over navigable streams, it is likely the additional $73,000 would be available by the time the bridge was ready for contracting.

In view of the above would the Court prefer to program the entire bridge at one time rather than the approach spans as one project and the center span as a second project, subject, of course, to approval of the route extension by the Highway Commission and the Bureau of Public Roads. It would be appreciated if you will advise us of your wishes in this matter.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

John W. Cattrall
Engineer, County and City Relations

JFH:mm

FORM E-30X 27½ 3-54 78730

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
January 18, 1955

To: John Cattrall

SUBJECT: Yaquina River Bridge at Toledo
Bridge No. 12132

Mr. G. S. Paxson
Assistant State Highway Engineer
O f f i c e

Dear Sir:

Last week Lincoln County Judge Tom Skelton telephoned to Mr. Stephenson in regard to an inspection of the above bridge. This is the high steel span over the Yaquina River at the edge of the town of Toledo.

The bridge consists of thirteen four-pile 19' trestle spans on the Toledo side and four 19' and one 15' span on the west side. The center steel span is on concrete piers and consists of eight panels at 20', or 160' long.

Mr. Mix, County bridge man, had reported to Judge Skelton that he thought there was some rocking of the tall shafted piers. I found that the roller rest on the Toledo end was frozen with rust and, consequently, when loads went over the bridge the deflection would shorten the length and give this motion, which was very slight. These piers are founded on shale bedrock and the shafts are 41' above the pier base. After making a complete examination and observing the bridge under passing loads, I found that there was nothing to be alarmed about in this regard. However, the timber trestle work is in a very deplorable state of deterioration, especially the eight high bents on the Toledo side of the concrete pier.

The 12 x 12 - 22' caps have about 2" of sound wood and the outside piling are rotted. The bridge is posted for seven tons and as the two center piling are in fair position and bracing is intact, this is a safe load limit. The 6 x 16 stringers are in fair condition, as is the 4 x 12 deck plank.

After making this examination, I informed the County Court that any temporary emergency would run into so much money that it would be impracticable to try to do anything of this nature. They were wishing to open the bridge for five-yard trucks to haul across, but I told them it would be better to proceed on a plan of replacing the bridge rather than try to make any emergency repairs.

After the discussion, they agreed with me that they needed to replace the bridge. They informed me that they had $83,000 in their FAS fund that they hoped they could apply on this bridge. If FAS funds cannot be obtained for this project, it would be necessary for the County to rebuild it with their own funds, which are not sufficient to replace it with a permanent structure.

If this bridge is approved as an FAS project, the County could proceed by replacing the timber trestle work on the first contract and replacing the steel on a second contract a year or two later.

Our H-load rating on the steel shows that it has a very fair rating, the lowest rating being for the timber stringers which are H-10.7 or an operating load of O-16.7. All of the steel truss members are above this rating, the least being H-12.5.

Should this plan be followed, the approach trestle should be replaced with treated piling with concrete precast beams and slab spans. The length of the trestle approach on the Toledo end can be shortened, but not on the Waldport end. It will be necessary to maintain traffic, if possible, and by building the new trestle to a 24' roadway (the present roadway is 18'), it should be possible to work out one-way traffic over the structure during construction. In this regard, the County advised me that the bridge could be closed to traffic after 8:30 in the morning and up to 4:30 in the afternoon. This would allow the contractor an eight-hour shift, or 7½ hours with 30 minutes for lunch. The necessity for opening at these hours is to allow the mill workers to get to and from work.

There are several other factors involved in constructing a new bridge here. The first is that the structure is over a navigable stream and a War Department hearing would be required to approve the clearances. In order to widen the steel span on the second contract and utilize the existing concrete piers, it would work out much simpler if the existing vertical clearance could be reduced so as to allow a deck span to be placed on these piers. To do this would not require any widening of the present piers for a 24' roadway which, I think, is the maximum that the County would wish to build. In regard to the vertical clearance, I made some inquiry and found that the boats barge lumber under this structure and that they could get under a bridge with about 35' clearance. The present bridge has a 40' clearance above high water or 51' above low water. Contemplating that the 160' deck truss would produce about 15' less clearance, there would still be 36' of clearance above low water. Should a few more feet be required, it would be possible to raise the existing grade line.

I advised the County that the total project, in round figures, would cost $100,000. The treated timber trestle approach with concrete precast beams and poured deck slabs would estimate about $50,000.

EGR:skt

Very truly yours,

E. G. Ricketts
Bridge Investigations Engineer

TOM F. SKELTON, Judge
L. T. GRANT, Commissioner
RAY COX, Commissioner
WALLIE HAMMOND, Treasurer
ROBERT E. COLLINS, Clerk
W. T. HOLLEN, Dist. Attorney

H. KUHLENBECK, Sheriff
JOHN L. GRAHAM, Assessor
F. O. PARKER, Coroner
JOE LONGFELLOW, School Supt.
D. B. AMBLER, Surveyor
NANCY WETMORE, Health Nurse

COUNTY OF LINCOLN

Newport, ~~Yaquina~~ OREGON

January 17, 1955

NOTED NOTE[illegible]
J. F. H[illegible]

Mr. John Cattrall
Oregon State Highway Commission
Salem, Oregon

Re: Application for Road
to be placed on F.A.S.

Dear Mr. Cattrall:

Lincoln County Court hereby requests that Road No. 520, 530 and 533 be placed on the Federal Aid to Secondary Highway System. These enumerated roads are actually the Toledo-Elk City road, beginning at the city limits of Toledo and ending at the townsite of Elk City. We hope that we may have your approval of the entry of this suggested road to the Federal Aid System of our County as we wish to program construction of the approaches, at least, of the steel bridge at Toledo, which your Mr. Rickets of the Bridge Dept. staff of Engineers has advised us is in a very unsafe condition.

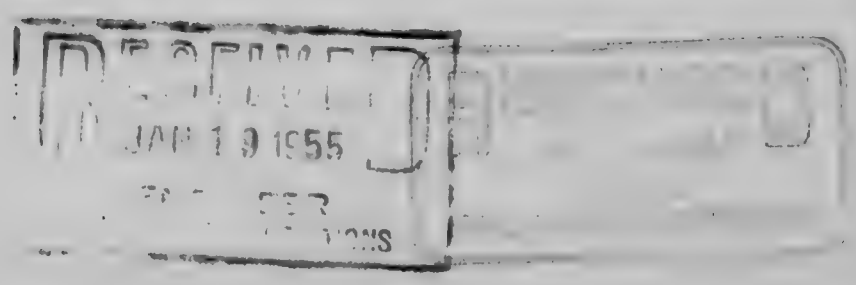
This road represents a connection between Highway #20 and the South Shore Road improvement which I referred to in my correspondence to you on February 3rd, 1954, at the time we made application to place the road between Elk City and Highway #20 on the system. I believe at that time we submitted a map showing a plan of the overall program. I mention this that you may use my letter of February 3rd and the map to again acquaint you with the overall program.

If you desire further information or maps, please advise.

LINCOLN COUNTY COURT

By Tom F. Skelton
County Judge

TFS:vm



ENLARGEMENT
SECTIONS 4 and 9, T. 10 S., R. 10 W

SCALE IN MILES

LEGEND

TRAFFIC VOLUME

FIGURES PARALLELING ROAD BAND ARE THE 1941 ANNUAL DAILY TRAFFIC VOLUMES AND APPLY TO THE SECTION OF ROAD BETWEEN ROAD JUNCTIONS AS SHOWN.

Existing FAS 584
5.3 Miles

Proposed Extension
FAS 584
10.4 Miles

55-52-1

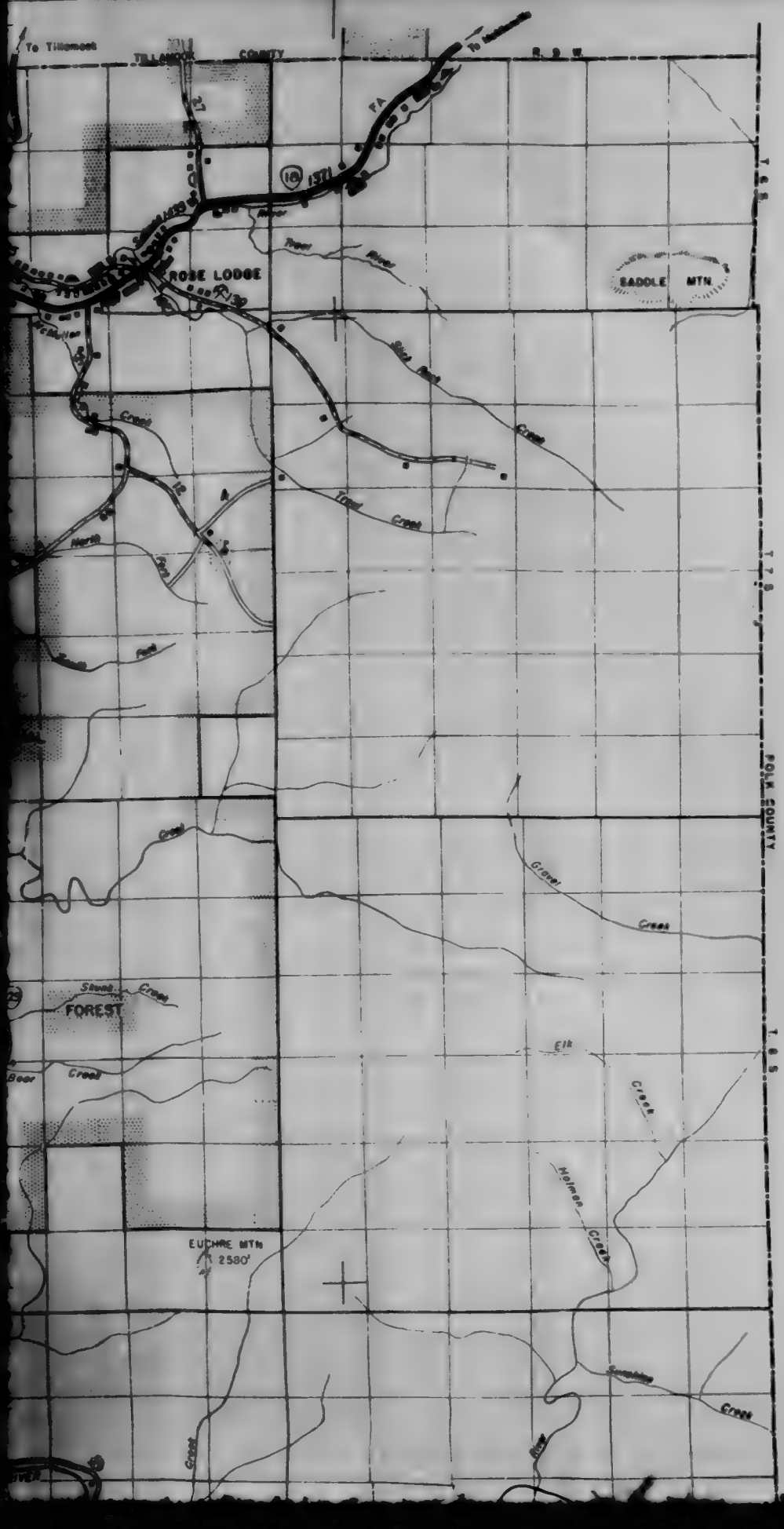
SHEET 1 OF 2 Polyconic Projection

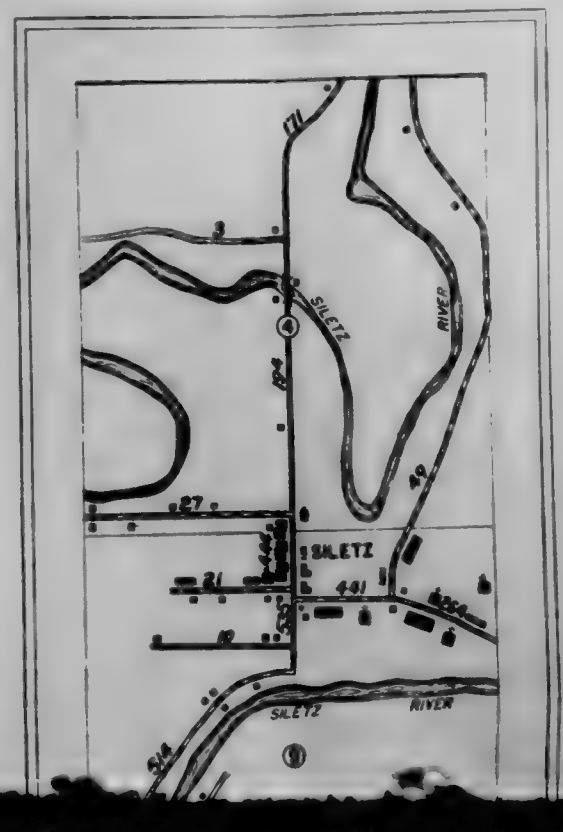
GENERAL HIGHWAY MAP
LINCOLN COUNTY
OREGON

PREPARED BY THE
OREGON STATE HIGHWAY DEPARTMENT
IN COOPERATION WITH THE
U. S. DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DATA OBTAINED FROM
STATE-WIDE HIGHWAY PLANNING SURVEY

SCALE
1 0 1 2 3 4 Miles

1936
REVISED 1939





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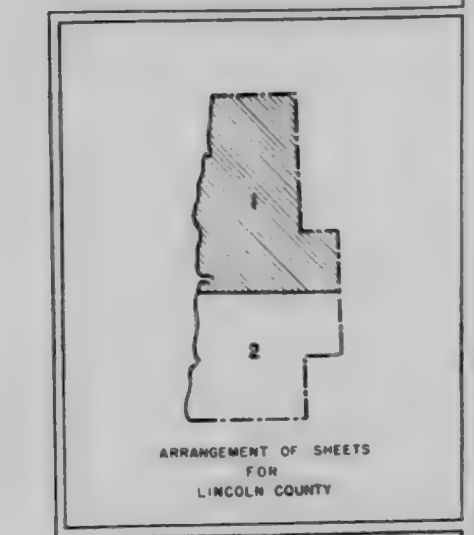

ARRANGEMENT OF SHEETS
FOR
LINCOLN COUNTY

LEGEND

124°10'

45°00'

O C E A N

To Tillamook

TILLAMOOK COUNTY

OTIS

NEOTSU

ROSE LODGE

SADDLE MTN

WECOMA

OCEAN LAKE

DELAKE

SIUSLAW

NELSCOTT

TAFT

CUTLER CITY

NATIONAL

KERNVILLE

GLENEDEN BEACH

FOREST

LINCOLN BEACH

Governmeal Pt

DEPOE BAY

EUCHRE MTN
2580'

POLK COUNTY

L

P A C I F I C

DEPOE BAY

Depoe Bay

Whale Cove

Cape Foulweather

Otter Crest

OTTER ROCK

OCEAN PARK

AGATE BEACH

Yaquina Head

MONTEREY

ABANDONED

NEWPORT

SOUTH BEACH

YAQUINA BAY

ABANDONED

YAQUINA

ABANDONED

OYSTERVILLE

TOLEDO

SILETZ

Sea Fisheries Lab

Culture

SILETZ RIVER

PIONEER

ELK CITY

CHITWOOD

NORTON

EDDYVILLE

Devils Lake

Existing FAS 584
5.3 Miles

Proposed Extension
FAS 584
10.4 Miles

124°10'

44°40'

7971 Vancouver Interstate & 1959
Oregon Slough Bridge 1960
#4653 Folder 8 1961

RECEIVED
AUG 19 1966
FOR FILING

4653

August 18, 1966

Mr. Pete Sukalac
Press Secretary
Executive Department
State Capitol Building
Salem, Oregon

Dear Mr. Sukalac:

The following is the background information concerning the Vancouver-Portland Interstate Toll Bridge which you requested.

The Bridge is a joint venture between the two states, and the Washington Toll Bridge Authority, in accordance with the agreement, is responsible for the financing and operation of the subject structure. This agreement was entered into on August 9, 1954.

In 1953 and 1955, the Oregon Legislature authorized the sale of bonds to finance an additional bridge between the two states. In 1953, the Washington Legislature authorized the sale of bonds for this purpose.

The Washington Toll Bridge Authority on March 27, 1956, sold bonds in the amount of $9,300,000 face value. In 1958, there was an additional sale of bonds with a par value of $5,200,000 authorized. This made a total authorized bond sale of $14,500,000.

The cost of the bridge was $13.9 million and bonds were sold to cover this.

Tolls went into effect on the bridge on January 10, 1960. They are 20 cents for a passenger car with a commuter book selling for 15 cents.

The average daily traffic is 45,000 vehicles.

Traffic in excess of forecasts has made possible retirement of bonded indebtedness four and one-half years early. The last bond would have matured on May 1, 1971.

If I can be of any further assistance, please let me know.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc: R. L. Porter
Victor J. Wolfe

(Public Relations) bg

RECEIVED
AUG 18 1966
FOR FILING
7971

11653

Examination of projection of revenues and review of the obligations outstanding on the Portland-Vancouver Bridge on Interstate 5 indicate that sufficient funds will be accumulated on or about Nov. 1, 1966 to meet all commitments

This matter will on the agenda of the Washington Toll Bridge authority for its meeting in Olympia Wash on Tuesday Aug 16.

Called Munn Aug 12

NOTED
TOM EDWARDS

RECEIVED
JAN 25 1962
FOR FILING

January 24, 1962

Hershiser, McMenamin, Blyth & Jones
Attorneys at Law
Suite 516 Oregon Bank Building
Portland 4, Oregon

Attention: Mr. William C. Grant

Gentlemen:

This is to acknowledge your letter of January 19 requesting a copy of the Guy F. Atkinson Company Contract No. 4653, for construction of the Interstate and Oregon Slough Bridges, which was awarded March 27, 1956.

We do not have an extra copy of this contract; however, we can provide you with a photo copy. There will be a charge of approximately $11.00 for this service. Please advise us if you want a photo copy of this contract.

Our supply of Standard Bridge Specifications is temporarily exhausted. A copy will be forwarded to you just as soon as they are received from the printers.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMM.

CWH:jmc

HERSHISER, McMENAMIN, BLYTH & JONES
ATTORNEYS AT LAW
SUITE 515 OREGON BANK BUILDING
PORTLAND 4, OREGON

CAPITOL 6-6301

DONALD E. HERSHISER
ROBERT W. McMENAMIN
PETER R. BLYTH
ROBERT P. JONES
WILLIAM C. GRANT
FREDERIC D. CANNING
BERNARD K. SMITH

January 19, 1962

Oregon State Highway Commission
Salem,
Oregon

Re: New Interstate Bridge Contract
with Guy F. Atkinson Corporation
#4653

Gentlemen:

It has become necessary that we obtain a copy of the Construction Contract entered into by the Oregon State Highway Commission and Guy F. Atkinson Corporation as general contractor in the building of the New Interstate Bridge. The Contract is dated March 27, 1956. ✓

We would also appreciate a copy of "Standard Specifications for Highway Bridge Construction" issue of May 1, 1954 inasmuch as the specifications therein are incorporated in the Contract. ✓

If you are able to provide us with the Contract and Standard Specifications as above, we would be very appreciative, and we will be glad to remit any reasonable charge thereby entailed.

Very truly yours,

HERSHISER, MCMENAMIN, BLYTH & JONES

William C Grant

William C. Grant

WCG:ew

Cec, please handle
as we discussed charge
76

Cost Approx- $11.00
- complete copy of Contract
additional (76 @ 11¢ = $10.56)

RECEIVED
JAN 23 1962
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
DEC 29 1961
Department of General Administration

ALBERT D. ROSELLINI, Governor
Chairman of Authority
CHARLES MODDY, Director
Department of General Administration
ERNEST C. POWELL, Chairman
State Highway Commission
ERNEST J. KETCHAM, Member
State Highway Commission
RICHARD H. DOUGLAS, Member

7911
4653

STATE OF WASHINGTON

W. A. BUGGE, Director of Highways
Ex Officio Member
D. B. HEDGES
Executive Secretary of Authority

WASHINGTON TOLL BRIDGE AUTHORITY

TRANSPORTATION BUILDING
OLYMPIA, WASHINGTON

December 26, 1961

Seattle First National Bank
P. O. Box 3586
Seattle, Washington

Attention: Mr. Harvard Palmer

Gentlemen:

In accordance with the provisions of Section 15, Washington Toll Bridge Authority Resolution No. 312, governing the issuance of the Vancouver-Portland Interstate Toll Bridge Facility Revenue Bonds, I am pleased to transmit herewith for your files two copies of Certificate on completion and acceptance of the various contract segments of the subject facility, executed by Mr. W. A. Bugge, Director of Highways.

Also in accordance with the provisions of the subject resolution, I am transmitting herewith two copies of Certificate executed by the Executive Secretary, certifying that all costs and liabilities incurred for or in connection with the construction, reconstruction and alteration of the Vancouver-Portland Interstate Toll Bridge have been properly satisfied. You will also note that the Executive Secretary's Certificate has been countersigned on behalf of the Oregon State Highway Commission by Mr. G. S. Paxson, Deputy State Highway Engineer, which is likewise required in accordance with the provisions of the governing bond resolution.

COPY

Very truly yours,

WASHINGTON TOLL BRIDGE AUTHORITY

By: D. B. HEDGES
Executive Secretary

DBH:hs
Att.
cc: Oregon State Highway Department
Attention: G. S. Paxson

RECEIVED
DEC 27 1961
OREGON
STATE HIGHWAY COMMISSION

NOTED
G. S. PAXSON

RECEIVED
DEC 27 1961
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
JUN 23 1961
FOR FILING
7971
4653

June 22, 1961

Washington Toll Bridge Authority
Transportation Building
Olympia, Washington

Mr. W. A. Bugge, Director
Washington Division of Highways
Transportation Building
Olympia, Washington

Gentlemen:

Attached hereto is a summary of construction costs incurred in the building of the Portland-Vancouver Interstate Bridge across the Columbia River.

These summaries are the joint effort of the auditing sections of the Oregon State Highway Department and the Washington Toll Bridge Authority, and it is my recommendation that they form the basis for reimbursement to the Washington Division of Highways for costs incurred in the Washington approach, in accordance with the terms of the agreement dated April 27, 1955.

Very truly yours,

R. C. Williams
State Highway Engineer

GSP:as : mc

Attachment

cc: Forrest Cooper
O. S. Paxson
Ivan D. Marchant (with summary)
C. M. Maison

OREGON STATE HIGHWAY DEPARTMENT
Salem, Oregon

SUMMARY, BY PROJECT, OF TOTAL CONSTRUCTION
COSTS ON PORTLAND - VANCOUVER INTER-STATE BRIDGES

Project Number		Amount	Oregon South Approach	Ore - Wash River Crossing	Washington North Approach
530	Columbia River (West Bridge) Contract 4653	$ 5,548,337.10	$	$	$
	Engineering and Miscellaneous	155,683.09			
	Preliminary Engineering	72,515.59		5,776,535.78	
531	Oregon Slough Bridge Reconstruction Contract 4653	1,266,038.63			
	Engineering and Miscellaneous	41,742.89			
	Right of Way	11.50	1,307,793.02		
532	Grade and Pave Slough to Bridge Contract 5026	271,232.04			
	Engineering and Miscellaneous	31,775.01			
	59.5% South Approach 40.5% River Crossing		180,289.19	122,717.86	
533	Miscellaneous Traffic Control, Signing etc.	10,285.55	10,285.55		
534	Columbia River (East Bridge) Contract 5205	3,029,681.32			
	Engineering and Miscellaneous	106,685.94	33,332.25	3,103,035.01	
535	Landscape Slough to Bridge Contract 5312	19,083.07			
	Engineering and Miscellaneous	1,373.40			
	49% South Approach, 51% River Crossing		10,023.67	10,432.80	
536	Toll Equipment Contract 5468	265,350.00			
	Engineering and Miscellaneous	2,335.26			
	Right of Way	85,000.00		352,685.26	
537	Temporary Power Source	206.87	206.87		
538	Plaza Buildings, etc. Contract 5518	147,294.33			
	Engineering and Miscellaneous	13,428.00		160,722.33	

Continued - 1

SUMMARY, BY PROJECT, OF TOTAL CONSTRUCTION
COSTS ON PORTLAND - VANCOUVER INTER-STATE BRIDGES

Project Number		Amount	Oregon South Approach	Ore - Wash River Crossing	Washington North Approach
539	Area Signing, etc. Contract 5532	$ 125,619.02	$	$	$
	Engineering and Miscellaneous	6,702.87			
	14% South Approach-69% River Crossing-17% North Approach		18,805.07	92,682.10	22,834.72
540	Landscape East Side Contract 5620	19,823.06			
	Engineering and Miscellaneous	2,827.91	22,650.97		
	Sub-totals	$11,225,032.45	$1,583,386.59	$9,618,811.14	$ 22,834.72
	North Approach Washington Contract 5769	$ 79,120.56	$	$	$ 79,120.56
	Washington Contract 6538	5,488.23			5,488.23
	Paving and Sprinkler Washington Contract 6538	31,328.83			31,328.83
	Washington Right of Way	233,553.29		233,553.29	
	Washington Preliminary Engineering	23,496.33		18,913.09	4,583.24
	Washington Engineering	38,705.29		12,089.37	26,615.92
	Sale of Scrap	(46,245.48)		(46,245.48)	
	Sale of Office Equipment	(1,012.24)		(1,012.24)	
	Miscellaneous	287,825.51		287,825.51	
	Sub-totals	$11,877,292.77	$1,583,386.59	$10,123,934.68	$169,971.50
	Less Federal Cooperation	1,128,748.45	-	1,128,748.45	-
	Total Cost	$10,748,544.32	$1,583,386.59	$8,995,186.23	$169,971.50
	Amount due Washington Department of Highways for North Approach ($1,583,386.59 - $169,971.50)				$1,413,415.09

Concluded - 2

RECEIVED
JUN 22 1961
FORM E-30 50M 2-60 26116
FOR FILING
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OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
June 21, 1961

SUBJECT: Vancouver - Portland
Interstate Bridges

To: G. S. Paxson
Building

Attached hereto are four copies of a Summary of Total Construction Costs on the Portland - Vancouver Interstate Bridges, which also sets forth the amount due the Washington Department of Highways for construction of the North Approach.

It is suggested that we forward two copies of this Summary to the Washington Toll Bridge Authority with our recommendation to process payment to the Washington Department of Highways for the amount due them for the North Approach.

C. H. Maison

C. H. Maison
Auditor

CHM:hs

Attachments

NOTED
G. S. PAXSON

RECEIVED
MAY 1 1961
FOR FILING

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4652

April 28, 1961

The District Engineer
Corps of Engineers
U. S. Army
628 Pittock Block
Portland 5, Oregon

RE: Interstate Bridge between
Portland, Oregon, and
Vancouver, Washington

Dear Sirs

Attached hereto is the fourth and final billing covering co-operative work between the Corps of Engineers and the States of Oregon and Washington, for revisions to the existing Interstate Bridge between Portland, Oregon, and Vancouver, Washington.

The billing is submitted in quadruplicate.

The contract work was completed on the project on August 4, 1960, and was accepted as completed by the Highway Commission at their meeting of August 18, 1960.

Very truly yours,

W. C. Williams
State Highway Engineer

By

G. S. Paxson
Assistant State Highway Engineer

GSPaxson
Attachments

cc: D. B. Hodges
G. H. Nelson
G. A. Gardner

P. S. When the payment is made on this bill, it will be forwarded to you in the usual manner.

Form A-1957—Rev. 6-60

INVOICE

Oregon State Highway Department

SALEM, OREGON

U. S. Army, Engineer
District, Portland
628 Pittock Block
Portland, Oregon

Invoice No.

Date April 28, 1961

Your Req. No.

Billing Request No.

Credit distribution:

Interstate (East) Bridge over Columbia River
Final Statement of Co-operative work per order of apportionment, 5/21/58

Item No.	Contract Item	Unit	Unit Price	Quantity	Amount
1	Alter Pier 4	All	180,000	All	180,000
2	Alter Pier 6	All	180,000	All	180,000
3	Alter Pier 7	All	180,000	All	180,000
4	Alter Pier 8	All	180,000	All	180,000
5	Alter Pier 9	All	178,000	All	178,000
6	Alter Pier 10	All	16,400	All	16,400
7	Remove Pier 5	All	43,600	All	43,600
8	Remove Spans 5 & 6	All	80,000	All	80,000
10	Spans 5/6 in place	All	675,000	All	675,000
11	Alter span 4	All	83,000	All	83,000
12	Alter span 7 & 8	All	174,000	All	174,000
13	Alter span 9	All	28,000	All	28,000
14	Alter span 10	All	20,000	All	20,000
15	Alter span 11	All	11,000	All	11,000
16	Alter span 12	All	3,500	All	3,500
22	Riprap	Ton	3.50	17,000	59,500
			Sub-Total Contract		2,092,800
			15% Engineering & Contingencies		313,920
			TOTAL		$2,406,720
	50% Federal Co-operation				1,203,360
	Less service life and salvage				
	Expired service life				
	2 spans 41/100 of 73,238		30,036		
	1 pier 41/100 of 23,144		9,489		
	Salvage 2 steel spans				
	1,026.6 Tons of $20		20,532		60,057
	Total Federal Co-operation				1,143,303.03
	Prev. Billings & Payments				1,052,845.03
			FINAL BILL		$ 90,457.97

RECEIVED
APR 26 1961
FOR FILING

Chairman of Authority
CLIFF YELLE, State Auditor
FRANCIS PEARSON, Chairman
Public Service Commission
ERNEST J. KETCHAM, Chairman
State Highway Commission
CHARLES HODDE, Director
Department of General Administration

2-9-71
4/6

STATE OF WASHINGTON

W. A. BUGGE, Director of Highways
Ex Officio Member
D. B. HEDGES
Executive Secretary of Authority

WASHINGTON TOLL BRIDGE AUTHORITY

TRANSPORTATION BUILDING
OLYMPIA, WASHINGTON

April 21, 1961

Mr. W. C. Williams
State Highway Engineer
State of Oregon
Department of Highways
Salem, Oregon

Attention: Mr. G. S. Paxson

Dear Sir:

Responsive to your letter of April 19, 1961, please be advised that we have reviewed the proposed billing which you submitted with your letter of March 9th to be submitted to the Army Engineers.

This is to advise that we concur in the billing as submitted and therefore, recommend that you proceed with the mechanics necessary to submit the subject matter to the Army Engineers in order that this facet of the project may be finalized.

Very truly yours,

WASHINGTON TOLL BRIDGE AUTHORITY

By: D. B. HEDGES
Executive Secretary

DBH/eg

cc: W. A. Bugge

Copy forwarded to Messrs. Edwards and C. H. Maison April 25. er
Copy to Earlewb 4-26-61

RECEIVED
APR 25 1961
OREGON
STATE HIGHWAY COMMISSION

NOTED

RECEIVED
APR 26 1961
FOR FILING

Chairman of Authority
CLIFF VELLE, State Auditor
FRANCIS PEARSON, Chairman
Public Service Commission
ERNEST J. KETCHAM, Chairman
State Highway Commission
CHARLES HODDE, Director
Department of General Administration

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STATE OF WASHINGTON

W. A. BUGGE, Director of Highways
Ex Officio Member
D. B. HEDGES
Executive Secretary of Authority

WASHINGTON TOLL BRIDGE AUTHORITY

TRANSPORTATION BUILDING
OLYMPIA, WASHINGTON

April 21, 1961

Mr. W. C. Williams
State Highway Engineer
State of Oregon
Department of Highways
Salem, Oregon

Re: Vancouver-Portland Interstate Bridge Project

Attention: Mr. G. S. Paxson

Dear Sir:

Reference is hereby made to your letter of March 19, 1961, wherein you refer to the Right of Way costs which have not been billed to this agency.

This office concurs in your expressions, that the Right of Way costs involved are properly chargeable to the bridge project, and we suggest that you proceed with the necessary billing in order that reimbursement to your Department in the sum of $85,000.00 can be accomplished.

Very truly yours,

WASHINGTON TOLL BRIDGE AUTHORITY

By: D. B. HEDGES
Executive Secretary

DBH/eg

cc: W. A. Bugge

Copy forwarded to Messrs. Edwards and C. H. Maison April 25. er
Copy to Gardner 4-26-61

RECEIVED
APR 25 1961
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
APR 20 1961
FOR FILING
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April 19, 1961

Mr. D. B. Hedges, Secretary
Washington Toll Bridge Authority
Transportation Building
Olympia, Washington

Dear Sir:

I have made arrangements with Mr. C. H. Maison and Mr. C. A. Gardner of our department for their conference with Mr. Kermit Frohboes on May 15 and 16 concerning the final accounting on the Portland-Vancouver Interstate Bridge Project.

In this connection, some time ago, Mr. Gardner sent you material upon which he proposed to base his final billing to the Army Engineers and asked your approval of the billing. He advises that he has not heard from you, and it would probably be best that the billing be put in as soon as possible so that the project can be closed.

Very truly yours,

W. C. Williams
State Highway Engineer

By

G. S. Paxson
Assistant State Highway Engineer

GSP:ao

cc to: Mr. W. C. Williams
Mr. C. A. Gardner

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APR 20 1961
FOR FILING

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Salem, Oregon
April 19, 1961

Mr. C. H. Maison
Mr. C. A. Gardiner

Mr. Kermit Frohboes, an auditor for the Washington Toll Bridge Authority, will come to Salem May 15 and 16 for a determination of the financial status and costs on the Portland-Vancouver Bridge Project. Under our agreement, we are to reimburse the State of Washington in an amount equal to our expenditures on the Oregon approach, and this conference should establish the amount due the State of Washington.

Will you please keep this date in mind so that you will have the proper material to go over with Mr. Frohboes.

G. S. Paxson
Assistant State Highway Engineer

GSP:ae

RECEIVED
MAY 16 1960
FOR FILING
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4653

Salem, Oregon
May 13, 1960

Mr. C. H. Maison

Financial statement -
Portland-Vancouver
Interstate Bridge

Herewith the financial statement as of April 30, 1960, on the Portland-Vancouver Interstate Bridge. If I read this correctly, we will make a net profit of approximately $500,000 in the first four months, even after bond interest payments are included in operating costs. If this is true, it would indicate about 1½ million dollars per year, which should retire the bonds in approximately seven years.

It would be appreciated if you would study this over and let me know whether my assumptions are correct.

G. S. Paxson

GSP:gm
Attach.

cc Mr. W. C. Williams

RECEIVED
MAY - 1960
FOR FILING

COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
KENNETH N. FRIDLEY, MEMBER
WASCO
GLENN L. JACKSON, MEMBER
MEDFORD

FLOYD QUERY, SECRETARY
SALEM

7771

4653

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

May 5, 1960

Washington Toll Bridge Authority
Transportation Building
Olympia, Washington

Attention: D. B. Hodges

Gentlemen:

We are enclosing herewith our check No. 7731 in the amount of $600.00 payable to the Washington Toll Bridge Authority.

This check represents payment from the Hayden Island Amusement Company for the Resident Engineer's office that was built under our contract No. 4653, and paid for by the Washington Toll Bridge Authority.

We are also enclosing another bill from Taller & Cooper for the monthly maintenance charges on the electronic equipment.

Also enclosed is your copy of Estimate No. 21 to the General Construction Company, covering voucher No. 1545T in the amount of $206,708.15, which you no doubt enclosed by mistake with you letter of May 4, 1960.

Very truly yours,

C. H. Maison
Auditor

CHMihs

Enclosures

cc: G. S. Paxson

RECEIVED
APR -5 1960
FOR FILING
1971
4653

STATE OF WASHINGTON
ALBERT D. ROSELLINI, GOVERNOR

DISTRICT OFFICES
NO 1 SEATTLE 8
NO 2 WENATCHEE
NO 3 OLYMPIA
NO 4 VANCOUVER
NO 5 YAKIMA
NO 6 SPOKANE 21
NO 7 SEATTLE 4

WASHINGTON
STATE HIGHWAY COMMISSION
DEPARTMENT OF HIGHWAYS

W. A. BUGGE, DIRECTOR
TRANSPORTATION BUILDING
OLYMPIA

April 4, 1960

Mr. W. C. Williams
State Highway Engineer
State of Oregon
State Highway Department
Salem, Oregon

Re: Vancouver-Portland Interstate Bridge

Dear Mr. Williams:

Your letter of March 28, 1960, to Mr. George Stevens, relative to the house for auxiliary power plant to provide emergency power for certain equipment on the above referred project has been forwarded to this office for reply.

We concur with your thoughts that the cost of a permanent installation such as this is not in the category of maintenance and should be charged to the project construction fund.

Approval is hereby given to proceed with the installation in accordance with the plans you have submitted and such costs will be paid from the project construction fund.

Original and plans to Merchant

Very truly yours,

W. A. BUGGE
Director of Highways

By: C. C. NICHOLS
Engineer of Toll Facilities

WAB/eg
CCN

cc: George Stevens
Ben H. Hager

NOTED
G. S. PAXSON

RECEIVED
MAR 30 1960
FOR FILING
4653

March 28, 1960

Mr. George Stevens
Bridge Engineer
Washington Department of Highways
Transportation Building
Olympia, Washington

Dear Sir:

Re: Vancouver-Portland International Bridge

I have your letter of November 17, 1959 approving proposed installation of an auxiliary power plant to provide emergency power for certain equipment on the above job, and construction of housing for the plant.

Estimated cost for the entire item is as follows:

Structural Building:

Excavate and dispose of excess material		
50 cu. yds. at $8.00		$ 400.00
Concrete		
24 cu. yds. at $60		1,440.00
Reinforcing Steel		
1300 lbs. at $0.13		165.00
Windows, shutter and door complete w/hardware		165.00
Concrete block wall		
680 sq. ft. at $1.25		850.00
Sand, cement, sand and miscellaneous materials		150.00
	Subtotal	$3,170.00

Furnish and Install Generator

1-75 K.W. 220/440 A.C. 3-phase, 60 cycle Generator and Cat. D-4 power unit (Surplus from A.E.C. Richland, Washington, estimated original value $15,000)		$40.00
Move generator to site		60.00
Check and recondition unit as required		327.00
Transfer switch		250.00
Install plant on foundation		250.00
Install fuel tank		150.00
Wire in plant to bridge system		750.00
	Subtotal	$2,827.00
	TOTAL EST.	$5,997.00

Mr. George Stevens -2- March 20, 1950

Drawing No. 14326, attached, shows location and details of the building to house the unit.

I consider the cost of a permanent installation such as this beyond the scope of maintenance or betterment, and more in the nature of a capital investment, and as such, should be charged to the project construction funds.

With your approval, I will proceed with the entire installation as planned, charging the cost of the same to the project construction funds.

Very truly yours,

C.C. Williams
State Highway Engineer

CAG/mm

Attached
cc: Mr. D. B. Hedges - w/att.
Mr. C. H. Nelson
Mr. Ivan D. Merchant - w/att.
Mr. I. A. DuFresne - w/att.

RECEIVED
FEB - 9 1960
FOR FILING
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COMMISSIONERS
K. McIVER, CHAIRMAN
PORTLAND
KENNETH H. FRIDLEY, MEMBER
WASCO
GLENN L. JACKSON, MEMBER
MEDFORD
LLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

February 8, 1960

Mr. D. B. Hedges
Washington Toll Bridge Authority
Transportation Building
Olympia, Washington

Dear Mr. Hedges:

The enclosed billing in the amount of $199.49 covers the charges against operating Portland - Vancouver Interstate Bridges that cleared our cost records during the month of January, 1960.

It would be more convenient for us if we bill you monthly rather than quarterly for the operation of the bridges, and if you have no objection we will continue to bill you each month.

Very truly yours,

C. H. Maison
Auditor

NOTED
G. S. PAXSON

CHM:hs

Enclosures

cc: G. S. Paxson

RECEIVED
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
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FOR FILING
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January 20, 1960

AIR MAIL

Hon. Richard L. Neuberger
United States Senator
Senate Office Building
Washington, D. C.

Dear Senator Neuberger:

I very much appreciate your sending to me the tear sheet from the Congressional Record which indicates your remarks relative to the prevention of tolls on the Columbia River Bridge between Portland and Vancouver. I am sure that the people of both Oregon and Washington appreciate your interest in this matter.

Very truly yours,

W. C. Williams
State Highway Engineer

WCW:me

cc Mr. Forrest Cooper

DENNIS CHAVEZ, N. MEX., CHAIRMAN
ROBERT S. KERR, OKLA.
PAT MC NAMARA, MICH.
RICHARD L. NEUBERGER, OREG.
JENNINGS RANDOLPH, W. VA.
EUGENE J. MC CARTHY, MINN.
STEPHEN M. YOUNG, OHIO
EDMUND S. MUSKIE, MAINE
ERNEST GRUENING, ALASKA
FRANK E. MOSS, UTAH
FRANCIS CASE, S. DAK.
THOS. E. MARTIN, IOWA
JOHN SHERMAN COOPER, KY.
HUGH SCOTT, PA.
WINSTON L. PROUTY, VT.
IRVING E. MOORE, CHIEF CLERK

United States Senate

COMMITTEE ON PUBLIC WORKS

NOTE
W. C. WILLIAMS

January 11, 1960

Mr. W. C. Williams
State Highway Engineer
State of Oregon
Salem, Oregon

Dear Dutch:

On July 21, 1959, I introduced legislation, S. 2404, sponsored by the Oregon and Washington senatorial delegations, to reimburse the States of Oregon and Washington for construction costs of the Interstate Bridge across the Columbia River, thus making tolls unnecessary. Now that Congress has reconvened, I am going to do all that I can to secure the passage of this legislation. It was indeed a shame that tolls were instituted on this vital link across the Columbia connecting Portland and Vancouver.

Because of your interest, I thought that you would be pleased to see my enclosed recent remarks from the Congressional Record on this important matter.

With best wishes, I am

Sincerely,

Dick

Richard L. Neuberger
United States Senator

RLN:icg
Encls.
Fkz

RECEIVED
OFFICE OF
STATE HIGHWAY ENGINEER

Just saw Mr. Lindsay!
He was on our train!
R.L.N.

RECEIVED
JAN 18 1960
STATE HIGHWAY COMMISSION

2786

86TH CONGRESS
1ST SESSION

S. 2404

IN THE SENATE OF THE UNITED STATES

JULY 21, 1959

Mr. NEUBERGER (for himself, Mr. MORSE, Mr. MAGNUSON, and Mr. JACKSON) introduced the following bill; which was read twice and referred to the Committee on Public Works

A BILL

To reimburse the States of Oregon and Washington for the Federal share of costs of construction of the new interstate bridge across the Columbia River between Portland, Oregon, and Vancouver, Washington.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That at such time as the States of Oregon and Washington provide for the operation and maintenance of the new interstate bridge over the Columbia River between Portland, Oregon, and Vancouver, Washington, as a toll-free bridge, the Secretary of Commerce, upon application made to him by such States, is authorized and directed to reimburse each of such States, out of any funds available to pay sums appor-

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tioned to it under section 108 (c) or section 108 (d) of the Federal-Aid Highway Act of 1956, the Federal share (as defined in section 108 (c) of such Act) of so much of the portion of the cost borne by it for the construction of such bridge as has not been collected from the proceeds of tolls imposed for the use of such bridge. In the event any Act hereafter enacted shall provide for the reimbursement of States for portions of highways described in section 114 of the Federal-Aid Highway Act of 1956, otherwise than from funds apportioned to them under section 108 (c) or section 108 (d) of such Act, nothing in this Act and no action taken by the States of Washington and Oregon or the Secretary of Commerce pursuant to this Act shall be deemed to preclude the States of Washington and Oregon from obtaining the benefits of such Act hereafter enacted with respect to such bridge.

86TH CONGRESS
1ST SESSION

S. 2404

A BILL

To reimburse the States of Oregon and Washington for the Federal share of costs of construction of the new interstate bridge across the Columbia River between Portland, Oregon, and Vancouver, Washington.

By Mr. NEUBERGER, Mr. MORSE, Mr. MAGNUSON, and Mr. JACKSON

JULY 21, 1959

Read twice and referred to the Committee on Public Works

"Retirement for Self-Employed—Trustees' Interests in Preparation for Eventual Passage of Law," by Richmond M. Corbett, July 1958, p. 632, Trusts and Estates. (Thesis on which this was based is being revised for release early in 1960.)

"Quest for Tax Equality for Private Pension Plans: Short History of Jenkins-Keogh Bill," by Leslie M. Rapp, November 1958, Tax Law Review.

"Lessons From Canadian Experience With Self-Pensions," by Glenn Garbutt, December 1958, 1127, Trusts and Estates.

"Possibilities Under Keogh Bill," Trusts and Estates, March 1959, pp. 252-5; "Canadian Experience," by Fraser Coate; "United States Prospects," by Charles M. Bliss; "Handling Self-Employed Funds," by Arthur V. Toupin.

"Tax Breaks Proposed for Self-Employed Pensions," March 1959, Tax Research Institute.

"Appraisal of Simpson-Keogh Bill," by Earl S. MacNeill, Merrill Anderson Co., March 18, 1959.

"Simpson-Keogh: Operational Procedures and Sales Development," by Earl S. MacNeill, Merrill Anderson, Apr. 23, 1959.

"Canadian Progress Report on Individual Retirement Savings Plans," by J. Fraser Coate, May 1959, p. 426, Trusts and Estates.

"Pensions for the Self-Employed—Past, Present, and Future," by Joseph R. Cathright, June 1959, p. 12, Trust Bulletin.

"Market Research Reveals Demand for Self-Retirement Plans," by Charles M. Bliss, June 1959, 584, Trusts and Estates.

"Eliminating Problems in Administration of Keogh Bill Trusts," by Edward J. Hawkins, Jr., August 1959, p. 738, Trusts and Estates.

"Smathers-Keogh-Simpson Legislation: Retirement Savings for the Self-Employed," by F. Joseph Donohue, August 1959, p. 795, American Bar Association Journal.

"Self-Employed Retirement Act Seen Creating New Business Opportunities," by Earl S. Hudson, August 24, 1959, American Banker.

"Insurance Plus Trust Plan for Self-Employed Groups," by George S. Vrionia and Martin J. O'Toole, September 1959, p. 864, Trusts and Estates.

Smathers-Morton-Keogh-Simpson film produced by American Craft Assembly, 1025 Connecticut Avenue, Washington 6, D.C., 1959 (Film suitable for television showing; 16 mm., 11 minutes, sound in color).

Prevention of Tolls on Interstate Bridge Across Columbia River on U.S. Highway 99, Between Portland, Oreg., and Vancouver, Wash.

EXTENSION OF REMARKS
OF
HON. RICHARD L. NEUBERGER
OF OREGON
IN THE SENATE OF THE UNITED STATES
Thursday, January 7, 1960

Mr. NEUBERGER. Mr. President, tolls on the Interstate Bridge across the Columbia River connecting Portland, Oreg., with Vancouver, Wash., were reinstituted on January 4, 1960, on the Federal Interstate Pacific Coast Highway.

Along the entire length of U.S. Highway 99 from the Canadian border to the Mexican border, the Vancouver-Portland Bridge is the only toll bridge. Initially, the Portland-Vancouver Columbia River Bridge was constructed and opened on February 15, 1917, and welded Portland and Vancouver into one metropolitan trading area. Tolls were originally charged, but the bridge has been toll free for many years. A new bridge alongside the old one has been opened and tolls are now being charged.

This, I think, is a serious mistake and as a member of the Senate Public Works Committee and the Subcommittee on Roads and Highways, I have introduced legislation, S. 2404, to provide for a toll-free bridge connecting Portland and Vancouver. This legislation is sponsored by the two distinguished Senators from Washington State, along with my colleague, Senator MORSE.

The basic mistake that has been made was by the Oregon Legislature in 1953, which provided for a new bridge with tolls. If the new bridge had been delayed just several months, it could have been incorporated into the Interstate Federal Highway System and would have qualified for 90 percent Federal aid. Both Mrs. Neuberger and I, as members of the Oregon Legislature at that time, voted against this 1953 bill which has turned out to be such a serious mistake.

Mr. President, I ask unanimous consent to have printed in the Appendix of the RECORD an editorial from the Oregonian of December 22 dealing with the tolls on the new Interstate Bridge, together with a copy of a letter which I have written to the editor of the newspaper dated January 7, providing my views on this important subject.

There being no objection, the editorial and letter were ordered to be printed in the RECORD, as follows:

ARTIFICIAL BARRIER

Thirty-one years ago this coming New Year's Day the tolls were removed from the Interstate Bridge between Portland and Vancouver. This span, built as a joint effort by the people of Multnomah and Clark Counties, had been turned over to the State of Oregon with the firm understanding that when enough tolls had been collected to retire the bonds, the bridge forever after would be free.

Now a new bridge has been built alongside the old one. To help pay for the new bridge, tolls after January 4, 1960, will be collected from the users of both bridges. This arrangement was ordered by the 1953 Oregon Legislature despite the protests of Portland area lawmakers that this was not only of doubtful legality but also was morally indefensible.

Toll bridges are contrary to the policy of the State highway department. All of the bridges built across the wide bays crossed by Highway 101 along the Oregon coast are free. Every State-owned bridge crossing every other river in the State has been financed out of the State highway fund derived from fuel taxes, weight-mile fees on trucks, and vehicle licenses. In the entire length of U.S. Highway 99 from the Canadian to the Mexican border this will be the only toll barrier to free travel.

The people of Portland and Vancouver were farsighted enough to build the Interstate Bridge long before either Oregon or Washington had their present extensive highway networks. Its opening on February 15, 1917, made possible our present Interstate Highway System and the coastwise truck freight carriers that have built up Oregon. It welded the two cities on opposite sides of the Columbia River into one metropolitan trading area, to their mutual advantage.

Since the toll is a modest 20 cents, and heavy traffic on the bridge probably will bring in enough money to retire the bonds and lift the toll by 1970, there is a temptation to shrug off the whole issue. But Portlanders and Vancouverites should not accept this injustice with docility. Any way you look at it, the collection of tolls on the twin interstate bridges is wrong.

There are three possible ways to right this wrong: (1) Challenge in court the right of the State of Oregon to break its promise to the taxpayers of Multnomah and Clark Counties; (2) press in the 1961 Oregon and Washington Legislatures for bills to make the new bridge an obligation of the respective State highway funds; and (3) continue the efforts to make the bridge part of the Federal interstate highway program and thus eligible for 90-percent Federal financing. If those who use the interstate bridges will protest loud enough and long enough, this artificial barrier can be breached.

U.S. SENATE,
Washington, D.C., January 7, 1960.

To the EDITOR of the OREGONIAN:

Your editorial of December 22, 1959, mentioned that one of the solutions to the levying of tolls on the interstate bridges was to continue the efforts to make the bridge part of the Federal interstate highway program and thus eligible for 90 per cent Federal financing.

On July 21, 1959, as a member of the Roads and Highways Subcommittee, I introduced a bill in the U.S. Senate to accomplish this purpose. It is S. 2404. Cosponsors with me are Senator MORSE of Oregon and Senators MAGNUSON and JACKSON of Washington State.

The chief obstacle to passage of the bill is the opposition voiced by the Eisenhower administration. With a considerable degree of logic, spokesmen for the administration have argued that, if the interstate toll bridges are put on the Federal system, then what about the $2.5 billion worth of toll roads, bridges and tunnels in other States? The administration has argued that payment of such a colossal sum would retard interstate highway construction in every part of the Nation for many years.

In my opinion, the real blunder was made by the 1953 Oregon Legislature and Governor who, with too much haste, imposed tolls to underwrite the Interstate Bridge construction. By waiting a short time, the bridges would have been on the Federal system and thus would have qualified for 90 percent Federal aid. This was the error responsible for the present situation.

RICHARD L. NEUBERGER,
U.S. Senator.

New York's Billion Dollar Racket

EXTENSION OF REMARKS
OF
HON. ADAM C. POWELL
OF NEW YORK
IN THE HOUSE OF REPRESENTATIVES
Thursday, January 7, 1960

Mr. POWELL. Mr. Speaker, under leave to extend my remarks in the RECORD, I include the following article from the New York Journal-American of January 3, 1960:

RECEIVED
JAN - 5 1960
FOR FILING
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Salem, Oregon
January 4, 1960

Mr. Lloyd Shaw

Clearing of channel,
Portland-Vancouver
Interstate Bridge

I am attaching a copy from the Corps of Engineers with regard to the clearance of the channel under the Interstate Bridge. As soon as the work which the contractors are now doing in clearing the channel is completed, please give me a report on what was done and your opinion of the clearance of debris which was accomplished.

G. S. Paxson

Attach.
GSP:gs
cc Mr. W. C. Williams
Mr. Ivan D. Merchant
Mr. Kenneth Wheatley

U.S. ARMY ENGINEER DISTRICT, PORTLAND
CORPS OF ENGINEERS
628 PITTOCK BLOCK
PORTLAND 5, OREGON

NPPKS-4
NPP 800.6(Col. River-Bridges)-5.
NPP 800.6(Col. River-Bridges)-6.

30 December 1959

Oregon State Highway Department

Salem, Oregon

ATTENTION: Mr. G. S. Paxson, Assistant State Highway Engineer

Gentlemen:

Your attention is invited to the instruments approving the locations and plans for the twin interstate bridges crossing the Columbia River between Portland, Oregon, and Vancouver, Washington. Condition Two requires the channels through the structures shall be promptly cleared of all falsework, piling, or other obstructions, not less than ninety days after the bridge has been opened to traffic. It is extremely important that the channels be cleared because shoaling under the new elevated spans may necessitate hydraulic dredging to provide navigable depths. Striking of obstructions by hydraulic dredges would severely damage equipment.

Upon completion of this work, a letter is requested certifying that all falsework, piling, or other obstructions have been removed from the two bridge sites, and that all unused parts of the old bridge have been entirely removed down to the natural bottom of the waterway.

Very truly yours,

W. L. WINEGAR
Colonel, Corps of Engineers
District Engineer

RECEIVED
JAN 4 1960
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
SEP 10 1959
FOR FILING

September 9, 1959

Mr. Arthur J. Farmer, General Manager
Portland Chamber of Commerce
Portland 4, Oregon

Dear Mr. Farmer:

I have received the copy of the letter from Harold Say dated August 26 having further reference to the Vancouver bridge. I am still of the opinion that nothing can be gained by a meeting with Bureau officials in Washington, but I am certainly willing to do everything possible to effect a removal of the tolls.

Mr. Bugge of Washington and I will be in Boston attending the Annual Meeting of the American Association of State Highway Officials from October 10 to 16. All top officials of the Bureau of Public Roads will be there, and, if agreeable with Mr. Bugge, we shall attempt to arrange a meeting with Frank Turner, Chief Engineer of the Bureau of Public Roads, for a further discussion of this matter.

Very truly yours,

W. C. Williams
State Highway Engineer

WCW:ms

cc Mr. Frank Turner } with copy of
Mr. W. A. Bugge } Mr. Say's letter
Mr. Forrest Cooper

Portland Chamber of Commerce
PORTLAND 4, OREGON

ARTHUR J. FARMER
GENERAL MANAGER

August 27, 1959

NOTED
W. C. WILLIAMS

MR. W. C. WILLIAMS
Oregon State Highway Dept.
Salem, Oregon

Dear Mr. Williams:

As a matter of information and for what value it may be, I am sending you a copy of Harold Say's letter, received today, on the subject of roads. As you know, he has a copy of your letter to me saying you had conferred with the Bureau of Roads chiefs on this subject recently.

Yours sincerely

Arthur J. Farmer
General Manager

AJF
S

Enclosure

WCW

RECEIVED
AUG 27 1959
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
FORREST COOPER

WASHINGTON, D. C. OFFICE

PORTLAND CHAMBER OF COMMERCE

1737 H STREET, NORTHWEST
WASHINGTON 6, D. C.
HAROLD B. SAY, MANAGER

TELEPHONE
Office - District 7-1706
Home - Overlook 3-2508

August 20, 1959

MEMORANDUM FOR: ARTHUR J. FARMER

SUBJECT:

Dear Arthur:

Relative your letter of August 20 on the matter of tolls on Vancouver bridge (and enclosed copy of Dutch Williams' letter to you):--

I talked further with Russell Mack on the situation. He still feels there would be value in a joint session of the Oregon and Washington highway department people with Bureau of Public Roads heads here. He realizes of course, that there is nothing that can be done by order to remove the tolls; but he feels agreement might be reached on some line of legislation to explore looking toward that end.

Russell points out that it is difficult to generate much steam in Washington on the subject for the reason that heavy population centers are far from the bridge. And he he repeats again that the two departments favored the toll set up to avoid dipping into regular revenues for building the bridge.

Sincerely,

Harold B. Say

HBS:hb

Portland Chamber of Commerce
PORTLAND 4, OREGON
RECEIVED
AUG 27 1959
ARTHUR J. FARMER
GENERAL MANAGER
7971
4653

August 24, 1959

MR. W. C. WILLIAMS
Oregon State Highway Commission
Salem, Oregon

NOTED
W. C. WILLIAMS

Dear Mr. Williams:

Thank you very much for your August 20th letter commenting on Mr. Say's note which indicated the desirability of further conference of Washington-Oregon Highway Commission representatives and the Bureau of Roads on the Vancouver Bridge subject.

Your letter is clear and I am sending a copy on to Mr. Say for his information.

Yours sincerely

Arthur J. Farmer
General Manager

AJF
S

RECEIVED
NOTED

RECEIVED
AUG 4 - 1959

FORM E-30X—50M—2-59—16190

4471
1159
4653
REFERRED TO 81
G. S. Parsons
BY ASST. TRAFFIC ENGR.

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
July 29, 1959

To:

SUBJECT: Interstate Bridge

MEMORANDUM TO THE FILES

I did, this date, quote to Mr. Busse of the Oregonian 1958 ADT of 35,211 and a June ADT of 43,653.

In addition, I obtained from Mr. Gottfried of the Bridge Division a target date of December 31, 1959 for completion of the Interstate Bridge. This was also quoted to Mr. Busse.

RCB:mp

R. C. Blensly
Planning Survey Engineer

NOTED
G. S. PARSON

RECEIVED
AUG 3 - 1959
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
ASS'T TRAFFIC ENGR.

RECEIVED
AUG 7 - 1959
FOR FILING
7971
NPPHS
4-1-5

U.S. ARMY ENGINEER DISTRICT, PORTLAND
CORPS OF ENGINEERS
628 PITTOCK BLOCK
PORTLAND 5, OREGON

28 July 1959

REFERRED TO
Paxson
By State Highway Engineer

Mr. W. C. Williams
State Highway Engineer
Oregon State Highway Department
Salem, Oregon

Dear Sir:

Reference is made to the Order of Apportionment, Interstate Bridge over Columbia River between Portland, Oregon, and Vancouver, Washington, and specifically to paragraph "e" of the order.

Records of this office indicate you were previously allocated $40,000 to cover the proportionate share of the order to be borne by the United States. Pursuant to paragraph "e" of the order, you are hereby notified that the total allocation has been increased by $1,000,000, making a revised total allocation of $1,040,000.

In the event you have any questions concerning this matter, please feel free to contact this office through the representative of this office, Mr. Dean Harshberger.

Very truly yours,

J. NEWTON COX
LT. COLONEL, CORPS OF ENGINEERS
DEPUTY DISTRICT ENGINEER
FOR:

W. L. WINEGAR
Colonel, Corps of Engineers
District Engineer

RECEIVED
JUL 31 1959
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
G. S. [illegible]

RECEIVED
JUL 31 1959

RECEIVED
JUL 15 1959
FOR FILING

7171

463

July 14, 1959

Mr. Ray Smith, Auditor
City of Portland
Portland 4, Oregon

Dear Mr. Smith:

This is to acknowledge receipt of Resolution No. 28864 adopted by the Portland City Council proposing that the Portland-Vancouver Interstate Bridge be operated toll free.

Copies of the resolution are being submitted to the members of the State Highway Commission and to the State Highway Engineer for their information.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

FG:rj

cc: Commission
W. C. Williams

AUD. 99-175-120
11-58-1M

OFFICE OF

AUDITOR OF THE CITY OF PORTLAND

PORTLAND 4, OREGON

ROOM 202
CITY HALL

COPY CERTIFICATE

STATE OF OREGON,
County of Multnomah,
CITY OF PORTLAND, } ss

I; RAY SMITH, Auditor of the City of Portland, do hereby certify that I have compared the following copy of Resolution No. 28064 adopted by the Council July 9, 1959 being " Resolution in support of Designating Portland-Vancouver Interstate Bridge as a toll-free integral part of U. S. Highway Program,"

with the original thereof, and that the same is a full, true and correct transcript of such original

Resolution No. 28064

and of the whole thereof as the same appears on file and of record in my office, and in my care and custody.

IN WITNESS WHEREOF, I have hereunto set my hand and seal of the City of Portland affixed this 9th day of July, 1959.

Ray Smith

Auditor of the City of Portland

By [illegible] Deputy

RESOLUTION NO. 28064

WHEREAS, United States Highway 99, extending from the Canadian border on the north to the Mexican border on the south, is the principal north-south highway on the Pacific Coast, and crosses the Columbia River between the cities of Portland, Oregon, and Vancouver, Washington, the said highway being an integral portion of the new "national system of interstate and defense highways," and

WHEREAS, the bridge across the Columbia River connecting the cities of Portland, Oregon, and Vancouver, Washington, and providing a link in the said interstate highway has long been toll-free, but because of interstate commerce moving by truck and bus and a tremendous increase in tourist travel, it has become necessary to construct the second bridge immediately next to the first bridge in order to accommodate the flow of traffic, and that in connection therewith it is proposed to collect toll on both bridges, which would be the only toll obstacle on the said highway between the borders of Canada and Mexico, and

WHEREAS, the Legislatures of Oregon and Washington, without knowledge of Congressional intentions, at their regular sessions, directed construction and financing of the additional bridge across the Columbia River because of their awareness of the needs of defense and commerce, just prior to the passage by the Congress of the Bill authorizing new construction in connection with the national system of interstate and defense highways, and that in justice and equity the bridges should be included under the Federal Highway and Highway Revenue Acts of 1956, and

WHEREAS, there are peculiar factors present in connection with these bridges, including the fact that there are no other toll-free bridges downstream from the Portland-Vancouver Interstate Bridges to the mouth of the Columbia River and upstream for a distance of more than 100 miles; that the peculiar and particular factors present in this situation distinguishing it from all other toll roads and bridges in the United States are well known to the Congressional Delegations of the State of Oregon and the State of Washington; that such factors are more particularly outlined in the memorandum attached hereto, marked Exhibit "A", and by this reference made a part hereof; NOW, THEREFORE,

BE IT RESOLVED by the Council of the City of Portland, Oregon:

1. That the recommendation of the Council as contained in Resolution No. 27455, adopted by the Council November 13, 1957,

a copy of which is attached hereto, marked Exhibit "B", and by this reference made a part hereof, hereby is reiterated and re-emphasized;

2. The Washington and Oregon Congressional Delegations are respectfully requested to take the leadership in obtaining favorable Congressional action by special legislation or otherwise to include the strategically vital Interstate Bridges between the cities of Vancouver, Washington, and Portland, Oregon, on Highway 99, as toll-free and as a part of the Federal Interstate Highway System, such leadership being requested of the Oregon and Washington Delegations because of their familiarity with the peculiar and particular factors present in this situation, and

BE IT FURTHER RESOLVED that the Governors of the States of Oregon and Washington be requested to lend their good offices and all possible assistance to obtaining toll-free status for the said Interstate Bridges, and that through the offices of the Governors of the respective states, the Highway Commissions of Oregon and Washington be asked to join in petitioning the Congress to have the Portland-Vancouver Interstate Bridges established as toll-free, and

BE IT FURTHER RESOLVED that the Auditor of the City of Portland forward certified copies of this Resolution, together with attached Exhibits "A" and "B", to the members of the Washington Congressional Delegation, The Hon. Warren G. Magnuson and The Hon. Henry M. Jackson, United States Senators, Senate Office Building, Washington 25, D. C., The Hon. Thomas M. Pelly, The Hon. Jack Westland, The Hon. Russell V. Mack, The Hon. Catherine May, The Hon. Walt Horan, The Hon. Thor C. Tollefson and The Hon. Don Magnuson, Representatives, House Office Building, Washington 25, D. C.; to the Oregon Congressional Delegation, The Hon. Wayne Morse and The Hon. Richard L. Neuberger, United States Senators, Senate Office Building, Washington 25, D. C., The Hon. Walter Norbald, The Hon. Al Ullman, The Hon. Edith Green, The Hon. Charles O. Porter, Representatives, House Office Building, Washington 25, D. C.; to Harold Say, Washington D. C. representative of the Portland Chamber of Commerce; to Governor Albert Rossellini of the State of Washington, and to Governor Mark O. Hatfield of the State of Oregon; to the respective Highway Commissions of the two states; to the City Council of the City of Vancouver, Washington; and, to such other persons or organizations as the Council of the City of Portland, Oregon, may direct from time to time.

Adopted by the Council [illegible] 1959

Auditor of the City of Portland

Com. Grayson
AGB:dh
7/8/59

RECEIVED

OFFICE OF CITY AUDITOR

7/17

7/13

RAY SMITH
CITY AUDITOR

CITY OF PORTLAND
OREGON

July 13, 1959

Oregon State Highway Commission
Salem, Oregon

Gentlemen:

Please find enclosed a certified copy of Resolution No. 28064, adopted by the Council July 9, 1959, being "A Resolution in support of Designating Portland-Vancouver Interstate Bridge as a toll-free integral part of U. S. Highway Program.

Yours very truly,

Auditor of the City of Portland

RS:js

Copies to Com + Williams
no copies made of Exh A & B

EXHIBIT "A"

MEMORANDUM IN RE TOLL-FREE PORTLAND-VANCOUVER INTERSTATE BRIDGE

I.

The original Interstate Bridge across the Columbia River was built (1915-1917) by Multnomah County, Oregon, and Clark County, Washington. The bridge was designed primarily to link together two segments of a metropolitan area, namely, Vancouver and Portland. Commerce between these two areas had increased to the point where the old ferry service was no longer adequate and so the bridge was built and became, and still is, sufficient to handle the normal flow of traffic between Vancouver and its environs, and Portland and its environs.

The growth of interstate trucking and the American public taking to wheels made the bridge inadequate. When the Interstate Highway Program was quite young (1928), the states of Oregon and Washington assumed the obligations of Clark County, Washington and Multnomah County, Oregon, for the bonded indebtedness. The states took over the toll collection program and retired the bridge bonds. The property became an integral part of the Interstate Highway System known as U. S. Highway 99. Parenthetically, the tolls collected were actually in excess of the bonded indebtedness, and the money derived was used to further the road program, and, incidentally, the Interstate Highway Program in the respective states.

Seeing this need and realizing the importance to national welfare as well as commerce between Washington and Oregon, and Washington and California, the legislatures of Washington and Oregon authorized construction of an additional interstate bridge over the Columbia River between Portland and Vancouver. The two bridges will be side by side, and each carry traffic in one direction. To finance the construction, since no federal participation was then envisioned, revenue bonds were issued, to be paid off from tolls. Since tolls would necessarily cover passage in each direction, tolls were authorized on the existing bridge which paid itself out many years ago, as well as on the new bridge. Tolls will go on as soon as the new bridge is completed, probably within a year.

II

Largely because of the interstate trucking industry and the tremendous volume of interstate traffic presently using Highway 99, including such massive operations as those of Los Angeles-Seattle Motor Express (LASME), Consolidated, etc., and the tremendous increase in tourist travel, the construction of an additional bridge has become a necessity. However, while it is

contemplated that each bridge, the new one and the old one, will afford four lanes of one-way traffic, in fact, because of the hugh interstate motor carriers, only three effective lanes of traffic are possible. It is, therefore, obvious that the new bridge was made necessary, not by travel between Portland and Vancouver and their respective environs, but because of the interstate trucking volume and tourist travel.

Indicative of the travel over the Interstate Bridge is the report from the Oregon State Highway Commission in its daily traffic count for the month of May, 1959, showing 38,330 vehicles crossing this span in every 24-hour period.

The Oregon Motor Transport Association, in a questionnaire sent to the members of this association, received replies indicating that Oregon trucks belonging to members made 5,600 crossings of the bridge each month. This, of course, does not include most trucks coming from California, Washington and other points, whose owners are not members of the Oregon association. Thus, it is clear that interstate commerce is the principal cause for the construction of the second Interstate Bridge and by the imposition of tolls a burden is thus imposed on interstate commerce.

III

Clark County, Washington, and Multnomah County, Oregon, are integral parts of a metropolitan community. The free and uninterrupted flow of commerce to all parts of this metropolitan area is essential for the economic well being thereof. To impose a toll on the trans-Columbia bridge between Portland and Vancouver, in effect places a tariff barrier between these two communities which cannot be justified under any realistic economic theory. The two communities mutually engage in many activities which range from mosquito control to reciprocal agreements for fire fighting assistance. Many persons working in Portland, live in Vancouver, and vice versa, and many businesses having their main office in one community or the other, have a branch in the other city. While it is true that Portland is some eight or ten times larger than Vancouver, the interdependence of the two communities is on a parity.

The federal government, itself, is probably the best evidence of the single community status of Portland and Vancouver. For example, the federal government maintains an automobile pool which is partially garaged at Vancouver, although used largely by federal agencies having their offices in Portland; the Census Bureau includes Vancouver in the Portland metropolitan area; the Post Office Department services its vehicles

at Vancouver; the Bonneville Power Administration serves both Portland and Vancouver with its administrative offices in Portland, and its principal substation in Vancouver; the General Services Administration, with headquarters in Portland, covers the Vancouver area; the Department of Commerce and CAA have regional headquarters in Portland, although serving Vancouver and environs; the Weather Bureau also has its headquarters in Portland, but serves adjacent area on the Washington side of the Columbia; the Coast Guard covers the Vancouver port from its Portland office; Portland and Vancouver are in the same district for the United States Customs Service; Federal Communications Commission considers Portland and Vancouver as a single area; the Department of Health, Education and Welfare administers Vancouver and Portland from the Portland office; the Army Engineers consider Vancouver and Portland in the same district, and the Army Reserve units for Portland train largely at Vancouver Barracks; the Air Force headquarters in Oregon, covers Vancouver and much of the training activity is centered there; the Fish and Wildlife Regional office in Portland includes all of Washington; in the Department of Labor, the Wages and Hours Division covers Vancouver from Portland; the National Labor Relations Board includes Vancouver as a part of the activity of the Portland office; the Naval Reserve program centered in Portland includes reservists from Vancouver. The prospective tolls will be a burden on the federal government itself, since most of these federal vehicles will not be exempt.

It is interesting to note that the Portland Freight & Traffic Association includes members having their places of business in Vancouver. This association is authority for the statement that Portland and Vancouver are, in fact, one metropolitan area and becoming more so as the years go by. In ICC Docket No. MC-C-1762, entitled: "Seattle Traffic Association et al v. Consolidated Freightways et al," which has run for almost five years before the ICC, the inter-relationship between the two areas is strikingly demonstrated. In a commercial zone issue before the ICC, involving the application of freight forwarder rates from California to Portland-Vancouver on a common basis on which the motor carriers on the Pacific Inland Tariff Bureau sought suspension, the Portland Freight Traffic Association replied in behalf of Portland-Vancouver and were successful in this case as well as in many previous cases. There is abundant evidence in the records of the ICC to show the interchange of commerce, industry, social life and common use of public utilities, such as gas, electricity, telephones, etc., to support the contention of one economic entity existing on both sides of the Columbia River.

The imposition of tolls will seriously affect the present program of free delivery by Portland department stores

and others into the Vancouver area and will probably result in the imposition of a service charge which will seriously affect business activity in the City of Portland. The Portland milk shed includes Clark County, Washington, and there is a constant flow of milk supply to Portland from the area of Clark County and surrounding communities. Here again, there will be a burden imposed should the tolls be established. Portland newspapers circulate generally throughout Clark County, Washington, and counties adjacent thereto, and advertising material appearing in the Portland dailies, including classified advertising, seldom makes any distinction between Portland and Vancouver; frequently, the only way that the distinction can be discovered, is by the telephone exchange designation.

Banking is one activity in which it is to be particularly noted that Portland serves much of the Vancouver area. Many individuals and businesses in Vancouver maintain bank deposits in Portland in order to facilitate their activities.

IV

Any opposition by those persons living in eastern states having toll roads is of little moment in considering the Interstate Bridge problem on U. S. Highway 99. The main purpose of the toll road system is to by-pass centers of population in order to get through traffic from one end of a state to the other, or from one part of the country to the other. The toll road between Ft. Worth and Dallas, Texas, might be considered somewhat similar to the Interstate Bridge connecting Portland and Vancouver, in that it is designed to connect two communities which are but a few miles apart. However, there is this distinction: paralleling the toll road between these two cities is a free highway which is approximately the same length, and several other alternative routes which are slightly longer. Therefore, the Ft. Worth-Dallas Freeway is a road of convenience and not one of necessity, unlike the Columbia River Bridge, which is the only means of connecting vehicular traffic between Portland and Vancouver.

CONCLUSION

The legislatures of Oregon and Washington acted in anticipation of federal as well as state objectives in authorizing construction of an additional bridge between Portland and Vancouver. Federal participation would have been possible and logical, a few months later.

Imposition of tolls will harass and split a single metropolitan community, burden interstate commerce and even cause additional federal government expense. Although tolls were the only available means of financing when authorized, these tolls could be prevented by Congressional action which would permit federal participation in the cost of construction although contracted slightly ahead of the highway law.

Congressional action permitting federal participation in the cost of the bridge would carry out the fundamental policy of improving the national highway system; would free interstate commerce and government bureaus of prospective burdens from the tolls; would further metropolitan unity and commerce; and, would eliminate the sole barrier in the entire nation to the network of free travel and commerce.

EXHIBIT "B"

RESOLUTION NO. 27455

WHEREAS, pursuant to action by the legislatures of the states of Washington and Oregon and subsequent implementation by the Highway Commissions of the two states there presently is under construction a second trans-Columbia River Bridge between Multnomah County, Oregon, and Clark County, Washington, connecting directly the cities of Portland, Oregon, and Vancouver, Washington, and becoming an integral part of U. S. Highway No. 99, which extends from the Mexican border on the south to the Canadian border on the north, and

WHEREAS, construction of the second bridge, which will become a one-way structure with the previously constructed bridge likewise a one-way structure in the opposite direction, began shortly before U. S. Public Law 627, approved by the President June 29, 1956, became effective, and

WHEREAS, it has been contemplated that the trans-Columbia bridge above-mentioned would be toll bridges for the purpose of financing the new construction, with the brunt of the toll charges being borne by those traveling between Portland, Oregon, and Vancouver, Washington, and

WHEREAS, it is public policy, as pronounced by Section 109 of Public Law 627, that states shall be reimbursed for any portion of a highway on the interstate system under certain terms and conditions, and

WHEREAS, the interstate bridge above-mentioned was begun just before the time specified in Public Law 627 to have the same considered thereunder as it is presently provided, and

WHEREAS, a toll will be charged unless early action is taken by the Federal government to maintain the free flow of commerce, and

WHEREAS, the imposition of such a toll would work a direct hardship upon residents of Portland, Oregon, or Vancouver, Washington, working in the other community and who presently commute and would probably require such workers to bear the additional expense of changing residences, and

WHEREAS, much of the cost of the new bridge, as well as changes and modifications in the previously constructed structure, have been caused by the desire of Federal agencies to

improve river navigation by raising the height of the previously constructed bridge, as well as requiring minimum height in the new bridge, and

WHEREAS, the collection of tolls would be an additional expense, slow the flow of traffic and in case of extraordinary heavy traffic, create a congestion which would greatly impair the utilization of the structures, and

WHEREAS, it is the belief of the city of Portland that Congress intended all portions of the new Federal Highway System to be free from tolls, other than gas tax, as expressed by Section 109 of Public Law 627; now, therefore,

BE IT RESOLVED by the Council of the city of Portland, in regular session assembled, that the Council does by this resolution recommend and respectfully petition the Governors of Oregon and Washington, the respective Highway Commissions, the members of the Congressional delegations of the states of Oregon and Washington, and the Secretary of Commerce, to prepare and cause to be introduced legislation clarifying the provisions of the Federal Highway and Highway Revenue Acts of 1956 for the specific purpose of having that portion of the Interstate Highway System (U. S. Highway 99), known as the Portland-Vancouver Interstate Bridge, continued as a toll-free bridge and that the cost of improving navigation on the Columbia River and improving the existing highway be borne and paid out of funds provided by the Congress from gas taxes and other revenues of the Interstate Highway System, and

BE IT FURTHER RESOLVED that certified copies of this resolution be forwarded to the above-named officials, to the Mayor and Council of the city of Vancouver, to the Commissioners of Clark County, Washington, Multnomah County, Oregon, and the Port Districts of Clark County, Washington, and Multnomah County, Oregon, and to civic organizations, particularly the Chamber of Commerce, in the Portland-Vancouver metropolitan areas.

Adopted by the Council November 13, 1957

/s/ WILL GIBSON

Auditor of the City of Portland

Order of Council
AGB:dh
11/7/57

RECEIVED
MAR 30 1959
FOR FILING
7:11
41 3

March 27, 1959

Mr. W. A. Bugge, Director
Washington Department of Highways
Olympia, Washington

Mr. D. B. Hedges, Secretary
Washington Toll Bridge Authority
Olympia, Washington

Re: Interstate Bridge
at Vancouver

Gentlemen:

As you know, construction on this project is again tied up by a strike. Last year the project was tied up by the hoisting engineers' strike from July 11 to August 15, or a total of 34 days. The contractors advise us of this tie-up and presumably will ask for an extension of time in the amount of the delay. The present strike tied up the job on March 25 and we, of course, have no way of knowing how long it will last.

I am bring this to your attention in view of the penalty clauses in the contract and the actual loss due to interest on the bonds which will be caused by the delay.

Very truly yours,

W. C. Williams
State Highway Engineer

By

O. S. Pawson
Assistant State Highway Engineer

OSP:gs

cc Mr. W. C. Williams
Mr. Ivan D. Merchant

RECEIVED
FEB 3 4 1959
FOR FILING
1971
465

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
February 4, 1959

SUBJECT: Civil Defense Plan
Interstate Bridge

To:

E. F. Childsey
Horton Hughlett

A recent Industrial Defense Survey of the Interstate Bridge contains the following recommendations:

(a) That we install and maintain a radio communication with the Oregon State Police;

(b) That we install and maintain gas generator to provide stand by power for radio receiver and transmitter, navigation lights, air horn for river traffic, operation of deck traffic signals, gate barriers, and clearance lights on the tower for air traffic.

At your early convenience please determine the load involved in the operation of the facilities mentioned in paragraph (b) so that we can determine the size generator needed.

ORIGINAL SIGNED BY I. A. DE FRANCE

I. A. DeFrance
Maintenance Engineer

IAD:je

CC: P. M. Stephenson
A. G. Skelton

NOTED
P. M. STEPHENSON

RECEIVED
FEB - 4 1959
OFFICE OF
STATE HIGHWAY ENGINEER

7971 Vancouver Interstate and Folder #8
Oregon Slough Bridge
#4653 1953

RECEIVED
DEC 1 1958
FOR FILING
7971
4653

December 3, 1958

Robinson, Morse & Landerholm
1111 Broadway
Vancouver, Washington

Attention: Mr. Steven A. Memovich

Gentlemen:

This will acknowledge your communication of December 2, 1958, requesting the name of the contractor that was doing welding on the Interstate Bridge between Vancouver, Wn., and Portland, Ore., on April 15, 1958.

Our Bridge Division informs us that the Guy F. Atkinson Company, 10 West Orange Avenue, South San Francisco, California, was the prime contractor. This was our State Highway Contract No. 4653, which was completed on July 9, 1958 and accepted by the State Highway Commission on July 31, 1958.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

CWH:fp

LAW OFFICES
ROBINSON, MORSE & LANDERHOLM
1111 BROADWAY
VANCOUVER, WASHINGTON

WALTER H. ROBINSON
JOHN E. MORSE
IRWIN C. LANDERHOLM
STEVEN A. MEMOVICH

TELEPHONE
OXFORD 3-3687

December 2, 1958

Oregon State Highway Department
Salem, Oregon

#1653
Guy F. Atkinson Co.
10 West Orange Ave
South San Fran. Calif.
Completed 7-9-58
Accepted 7-31-58

Gentlemen:

On April 15, 1958, at approximately 1:00 P.M., my client, Waldo E. Russell was crossing the Interstate bridge between Vancouver and Portland, Oregon, and hot metal sparks from an arc welder which was being used on the bridge pitted his windshield, making it necessary that the windshield be replaced.

Would you please advise me the name of the contractor doing the welding on the bridge on that date, so that this claim may be placed against the said contractor?

Thank you very much for your cooperation on this matter.

Sincerely,

ROBINSON, MORSE & LANDERHOLM

By Steven A. Memovich

SAM:em

RECEIVED
DEC - 3 1958
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
NOV 12 1958
FOR FILING

7971

November 7, 1958

Farmers Insurance Group
595 West 7th
Eugene, Oregon

Attention: Mr. Gordon M. Payne
Adjuster

Gentlemen:

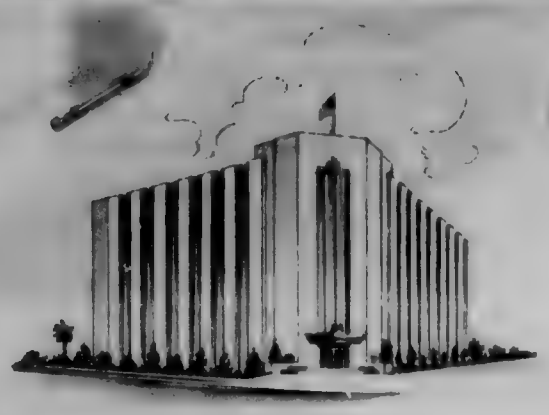
This will acknowledge your communication of October 30, 1958, informing us that a vehicle belonging to your policy holder, Paul Clark, was damaged on May 12, 1958, by paint spray as he crossed the Interstate Bridge between Portland and Vancouver.

Our records indicate that the contracting firm working on the bridge at that time was the Guy F. Atkinson Company, 10 West Orange Avenue, South San Francisco, California.

Respectfully yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

CWH:fp



HOME OFFICE · LOS ANGELES CALIFORNIA

FARMERS INSURANCE GROUP
FARMERS INSURANCE EXCHANGE
TRUCK INSURANCE EXCHANGE
FIRE INSURANCE EXCHANGE
MID-CENTURY INSURANCE COMPANY
FARMERS AMERICAN AUTO CLUB
FARMERS NEW WORLD
LIFE INSURANCE COMPANY

FARMERS INSURANCE GROUP

EUGENE BRANCH CLAIMS
595 WEST 7TH - EUGENE, OREGON
DI 4-1479

October 30, 1958

State Highway Commission
Salem,
Oregon

Re:
Our Insured : Paul Clark
Date of Loss: 5-12-58

Gentlemen:

On the above captioned date our policyholder's vehicle was damaged by vagrant paint spray as he crossed the Interstate Bridge between Portland and Vancouver. It may be that you can tell us the name and address of the contractor who was responsible for this particular job. We would appreciate such information, as it is our intention to bring the claim against him for the damage suffered by our policyholder's car.

Very truly yours,

Gordon M. Payne
Adjuster

GMP:cf

Chas F. Atkinson Co.
10 West Orange Av-
South San Fran - Cal.

RECEIVED
OCT 31 1958
OREGON
STATE HIGHWAY COMMISSION

NOTED
C. W. HEAD

#4653

30th ANNIVERSARY JUBILEE

RECEIVED
OCT 11 1958
FOR FILING

ALBERT D. ROSELLINI, Governor
Chairman of Authority
CLIFF YELLE, State Auditor
FRANCIS PEARSON, Chairman
Public Service Commission
ERNEST A. COWELL, Chairman
State Highway Commission
LLOYD K. NELSON, Director
Department of General Administration

STATE OF WASHINGTON

W. A. BUCKE, Director of Highways
Ex Officio Member
D. B. HEDGES
Executive Secretary of Authority

WASHINGTON TOLL BRIDGE AUTHORITY

TRANSPORTATION BUILDING
OLYMPIA, WASHINGTON

REFERRED TO
Payson
State Highway Engineer

October 10, 1958

Mr. W. W. Laughlin, Assistant Superintendent
of Claim Department
The Aetna Casualty and Surety Company
1307 Dexter Horton Building
Seattle 4, Washington

C
O
P
Y

Dear Sir:

I have for acknowledgment your recent letter with which you submitted a claim in the amount of $77.50, representing the amount of a claim which you had paid on behalf of your insured, a Mr. Lawrence F. Gilvin, as a result of paint damage sustained while he was driving his automobile across the Vancouver-Portland Interstate Bridge.

Please be advised that the subject contract is a joint venture between the Oregon State Highway Commission and the Washington Toll Bridge Authority and in this particular instance, the Oregon State Highway Department is responsible for the construction elements of the bridge. The contractor is responsible for any damage occasioned in accordance with the provisions of his contract. The contractor for the construction of the bridge was Guy F. Atkinson Company, Contract No. 5216. I suggest that in view of these circumstances, you direct your claim for reimbursement to the firm of Guy F. Atkinson Company, P. O. Box 158, North Portland, Oregon.

Very truly yours,

WASHINGTON TOLL BRIDGE AUTHORITY

By: D. B. HEDGES
Executive Secretary

DBH:hm
cc: Mr. Glen Paxson
Oregon State Highway Department

RECEIVED
OCT 13 1958
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
OFFICE OF
NOTED
G. S. PAXSON

RECEIVED
OCT 7 1958
FOR FILING

7971

4653

October 7, 1958

Anchor Casualty Company
Pacific N rthwest Service Office
De xter Horton Building
Seattle 4, Wn.

Attention: Mr. J. A. Cook, Jr.
Claims Manager

Gentlemen:

Guy F. Atkinson Company, 10 West Orange Avenue, South San Francisco, California, was awarded State Highway Contract No. 4653 for construction of the Interstate Bridge between Portland and Vancouver, Washington. We do not know the name of the subcontractor who may have been painting the bridge during the months of March, April and May, 1958, but suggest that you contact the general contractor.

This is in reply to your letter of October 1.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

FAQ:fp

ANCHOR CASUALTY COMPANY

PACIFIC NORTHWEST
SERVICE OFFICE
DEXTER HORTON BLDG.
SEATTLE 4, WASHINGTON
MUTUAL 7130

OCTOBER 1, 1958

STATE OF OREGON
SALEM,
OREGON

RE: JAMES L. KING DBA F. A. SNYDER ROOFING
POLICY CLA 37980
FILE 5--808-135

GENTLEMEN:

WE HAVE BEEN PRESENTED WITH A CLAIM FOR PAINT SPRAY DAMAGE AND HAVE MADE PAYMENT IN THE AMOUNT OF $25.00 FOR SAME. OUR INSURED STATES THAT HE RECEIVED THIS DAMAGE AS HE CROSSED THE INTERSTATE BRIDGE BETWEEN PORTLAND AND VANCOUVER WHILE THE BRIDGE WAS BEING PAINTED DURING THE MONTHS OF MARCH, APRIL AND MAY, 1958.

IT WOULD BE GREATLY APPRECIATED IF YOU WOULD FURNISH THE NAME AND ADDRESS OF THE CONTRACTOR WHO PAINTED THIS BRIDGE SO THAT WE MAY SUBROGATE ON THIS CLAIM.

THANK YOU FOR YOUR ASSISTANCE.

YOURS VERY TRULY,

J. A. Cook, Jr.

J. A. COOK, JR.
CLAIMS MANAGER

JAC:MB

RECEIVED
OCT 3 1958
OREGON
STATE HIGHWAY COMMISSION

REFERRED TO
BY SECRETARY
for reply

RECEIVED
SEP 12 1958
FOR FILING
7971
4453

September 12, 1958

Lycette, Diamond & Sylvester
Fourth Floor
Hoge Building
Seattle 4, Washington

Gentlemen:

Reference is made to your letter of September 3. Will you please note the copy of a letter I am sending to the general contractor on the Interstate Bridge between Portland and Vancouver, with reference to the paint damage alleged in your letter.

In answer to your specific questions, the Guy F. Atkinson Company, whose local address is 5315 N. E. 101st Avenue, Portland 20, Oregon, is the general contractor and the Runnels Company are doing the painting under a subcontract with them. Our reports show that on June 13 painting was under way on Span No. 5 on the steel work underneath the deck and also on Spans No. 7 and 8. On June 25 painting was under way on Span No. 5 and Span No. 8. Span No. 5 is in Washington and Span No. 8 in Oregon. The interstate boundary is at the center of the structure.

Very truly yours,

W. C. Williams
State Highway Engineer

By

G. S. Paxson
Assistant State Highway Engineer

GSPigm

Guy F. Atkins Company
5315 N. E. 101st Avenue
Portland 20, Oregon

Mr. W. A. Bugge, Director
Washington Department of Highways

Mr. W. C. Williams

September 12, 1958

Guy F. Atkinson Company
5315 N. E. 101st Avenue
Portland 20, Oregon

Gentlemen:

Herewith copy of a letter from the Washington Department of Highways and from the firm of Lycette, Diamond & Sylvester, having to do with paint damage to vehicles during the construction of the Interstate Bridge. If such damage occurred, it is probably a responsibility of your company or the subcontractor on the painting. It would be appreciated if you would take such steps as are necessary to adjust the matter.

Very truly yours,

W. C. Williams
State Highway Engineer

By

G. S. Paxson
Assistant State Highway Engineer

GSP:gm
Attach.

cc Mr. W. C. Williams

COMMISSIONERS

ERNEST J. KETCHAM, CHAIRMAN
SEATTLE

H. E. MORGAN
LONGVIEW

O. E. STONE
SPOKANE

R. A. MOISIO
TACOMA

ERNEST A. COWELL
EUREKA

LORENZ GOETZ, SECRETARY
OLYMPIA

STATE OF WASHINGTON
ALBERT D. ROSELLINI, GOVERNOR

WASHINGTON
STATE HIGHWAY COMMISSION
DEPARTMENT OF HIGHWAYS

W. A. BUGGE, DIRECTOR

TRANSPORTATION BUILDING
OLYMPIA

DISTRICT OFFICES

NO. 1 SEATTLE 8
6431 CORSON AVE.

NO. 2 WENATCHEE
P. O. BOX 98

NO. 3 OLYMPIA
P. O. BOX 527

NO. 4 VANCOUVER
4200 MAIN STREET

NO. 5 YAKIMA
P. O. BOX 53

NO. 6 SPOKANE 21
N. 2820 MAYFAIR ST.

NO. 7 SEATTLE 4
450 SPOKANE ST.

September 5, 1958

Mr. Ivan D. Merchant
Bridge Engineer
Department of Highways
Salem, Oregon

P.S.H. No. 1
Interstate Bridge
at Vancouver
Contract No. 5216

Dear Sir:

We are forwarding a letter to you concerning paint spray damage to clients of the law offices of Lycette, Diamond & Sylvester reported to have been acquired at the time of the painting of the Interstate Bridge.

Will you please make the necessary response to this letter.

Yours very truly,

W. A. BUGGE
Director of Highways

BY: GEORGE STEVENS
Bridge Engineer

WAB:d
CCN

Attach.

cc: Bugge
Higgins

RECEIVED
OFFICE OF

JOHN P. LYCETTE
JOSEF DIAMOND
JOHN N. SYLVESTER
EARLE W. ZINN
MARTIN L. WOLF

LYLE L. IVERSEN
HERMAN HOWE
JOHN P. LYCETTE, JR.
FRANK H. ROBERTS, JR.
JAMES A. ANDERSEN

LAW OFFICES
LYCETTE, DIAMOND & SYLVESTER
FOURTH FLOOR HOGE BUILDING
SEATTLE 4

TELEPHONES
MAIN 3-1331
MAIN 3-2760

DEPT. OF HIGHWAYS
Recd. SEP 4 1958
Refer | Noted
COMMISSIONERS
DIRECTOR
ASST. DIRECTOR
ACCOUNTANT
BRIDGE
CONSTRUCTION
ASST. CONSTR.
LEGAL
LIBRARIAN
LANDSCAPE
MAINTENANCE
MATERIALS
OFFICE ENG.
OILING ENG.
PERMITS
PERSONNEL
PLANNING
PLANS
PUB. RELATIONS
RIGHT OF WAY
STATE AID
TRAFFIC
WORK CONTROL
W. T. B. A.

September 3, 1958

State of Washington
Department of Highways
Olympia, Washington

Attention: Mr. W. A. Bugge
Director of Highways

Gentlemen:

We are representing parties whose automobiles were damaged by paint spray on the Interstate Bridge on U. S. Highway No. 99 between Vancouver, Washington, and Portland, Oregon, on the dates June 13, 1958, and June 25, 1958.

I understand that the firm doing the spray paint work on the bridge at these times, was the Runnels Paint Company of Seattle, Washington.

I would appreciate your checking your files and records and confirming my information that it was the Runnels Paint Company and it was doing the spray paint work on this bridge and that the spraying operation was being conducted on the two days I have noted.

I would also appreciate your advising me as to where the State boundary is on the Interstate Bridge. I would assume it is the center of the bridge.

Also in this connection, would you advise me if your records show whether the Runnels Paint Company was working on the Washington side of the bridge on the two days in question.

Your consideration in this matter will be very much appreciated.

Yours very truly,
LYCETTE, DIAMOND & SYLVESTER

By James A. Andersen

JAA:jp

RECEIVED

Form E-31—1956

Prefix No. 7971-530
7971-531

OREGON STATE HIGHWAY DEPARTMENT

Bridge No. 1377-B & 7333

BRIDGE DIVISION

County Multn. & Clark

RESIDENT ENGINEER'S WEEKLY CONSTRUCTION REPORT

Week Ending June 13, 1958

Name of Job Interstate and Oregon Slough Bridges Size of Force 20

Contractor Guy F. Atkinson Company Estimated Completion Date 31, Aug. 1958

Day of month	GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK
June 7 12 men Cloudy	SATURDAY: Intersate: Operator and Machinery house final finish coat; Span 5 Final finish coat above roadway.
June 8 12 men Cloudy	SUNDAY: Interstate: Operator house final finish coat; Span 2, Clean deck sidewalk and curb; Span 4, Final finish coat.
June 9 23 men Cloudy	MONDAY: Interstate: Install luinaires. Spans 1&2, Finish handrail; Spans 4&5, Clean deck. Span 5, Stripe coat below deck. Span 12, Second finishmcoat. OREGON SLOUGH: Spans 15-18 Form median slabs.
June 10 24 men Cloudy	TUESDAY: INTERSTATE: Lubricate operating cables; Install luminaires; Span 5, Clean deck. OREGON SLOUGH: Spans 15-18, Pour median slabs and form curb.
June 11 20 men Showers	WEDNESDAY: INTERSTATE: Span 2, Clean and paint sidewalk; Span 3, Lubricate operating cables, Clean handrail and guardrail, clean deck.
June 12 20 men Cloudy	THURSDAY: INTERSTATE: Span 2, Clean guardrail and paint traffic gates; Span3, Grease Cut, ropes and finish handrail; Span 4, Paint base coat under deck, Clean guardrail and paint traffic gates; Span 6, Paint stripe coat under deck; Spans 5, 7-12, Clean guard rail, OREGON SLOUGH: Spans 11-14, Place median slabs and bolt grating.
June 13 20 men Cloudy	FRIDAY: INTERSTATE, Span 2, Clean operators house, Install permanant wire numbers, Span 3, Lubricate operating ropes, Clean machinery house; Span 5, Paint base coat under deck, Spans 7-8, Paint stripe coat under deck; Spans 7-12, Clean guardrail and handrail Span 15, Clean deck.

STATUS OF WORK AT END OF WEEK (OVER)

This report is to be placed in the mails early enough so that it will reach the Bridge Engineer's office not later than Monday a. m.

Resident Engineer

State Printing

STATUS OF WORK AT END OF WEEK

INTERSTATE BRIDGE:

Concrete work complete except for miscellaneous surface finishing.
Electrical work complete except for miscellaneous adjustments.
Structural steel complete except for painting under deck.

PAINTING

Span	%Clean	% Prime	% Stripe	% Base	% 1st Green	% 2nd Green
2	100	100	100	100	100	100
3	100	100	100	100	100	100
4	100	100	100	100	70	70
5	100	100	100	75	70	70
6	100	100	100	70	70	70
7	100	100	100	70	70	70
8	100	100	80	70	70	70
9	100	100	75	70	70	70
10	100	100	75	70	70	70
11	100	100	100	70	70	70
12	100	100	80	70	70	70
North Tower	100	100	100	100	100	100
South Tower	100	100	100	100	100	100

OREGON SLOUGH BRIDGE:

Complete except one median strip slab, paint clean up, curb repair.

OREGON STATE HIGHWAY DEPARTMENT

Bridge No. [illegible]

BRIDGE DIVISION

County [illegible]

RESIDENT ENGINEER'S WEEKLY CONSTRUCTION REPORT

Week Ending [illegible]

Name of Job Interstate and Oregon Slough [illegible] Size of Force [illegible]

Day of month

Contractor Guy F. Atkinson Co. Estimated Completion Date [illegible]

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SATURDAY: INTERSTATE Span 3, 1st finish coat, paint sidewalk. Span 2, paint [illegible] Cleaning guardrail and deck.

SUNDAY: INTERSTATE Span 4, 1st finish coat; Span 8, paint base coat; Clean [illegible] rail and deck

MONDAY: INTERSTATE Span 4&5, 2nd finish coat; Spans 7&8, surface finish handrail posts; Span 3, 1st. finish coat. Clean pier caps and deck.

OREGON SLOUGH: Clean up site.

TUESDAY: INTERSTATE Span 3, State performing load test. Train operators; [illegible] surface finish handrail; [illegible]

OREGON SLOUGH: [illegible] Clean up site.

WEDNESDAY: INTERSTATE Span 3, train operators; Spans 1-5, clean handrail; Span [illegible] 2nd finish coat; Spans 11&12, surface finish handrail posts; Span 8, 1st finish coat. OREGON SLOUGH: Clean up site.

THURSDAY: INTERSTATE Span 5&6, 2nd finish coat; Spans 8&9, 1st finish coat; [illegible] handrail; Surface finish handrail posts; train operators.

FRIDAY: INTERSTATE: Spans 6&7, 2nd finish coat; Spans 9&10, 1st finish coat; [illegible] handrail.

STATUS OF WORK AT END OF WEEK

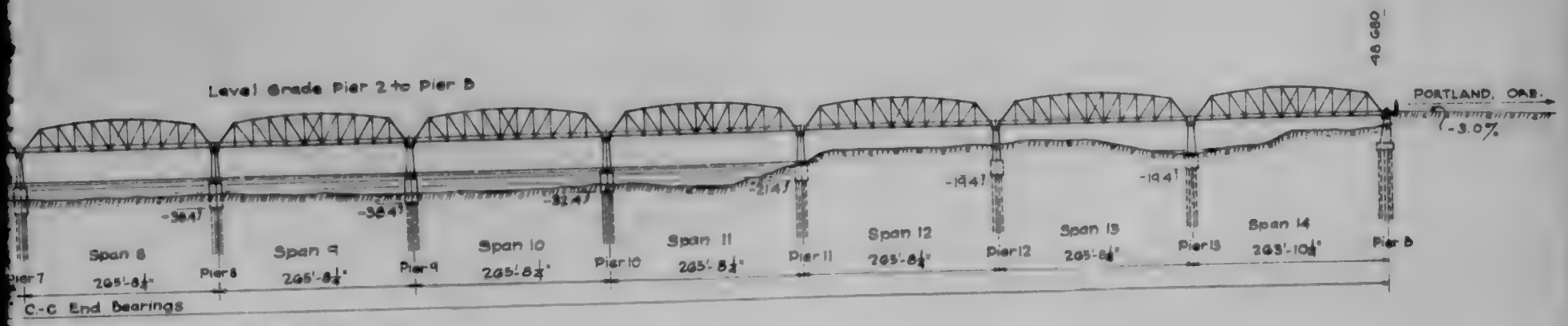
(OVER)

Project complete except painting below deck in spans 8 to 12 and some cleanup.

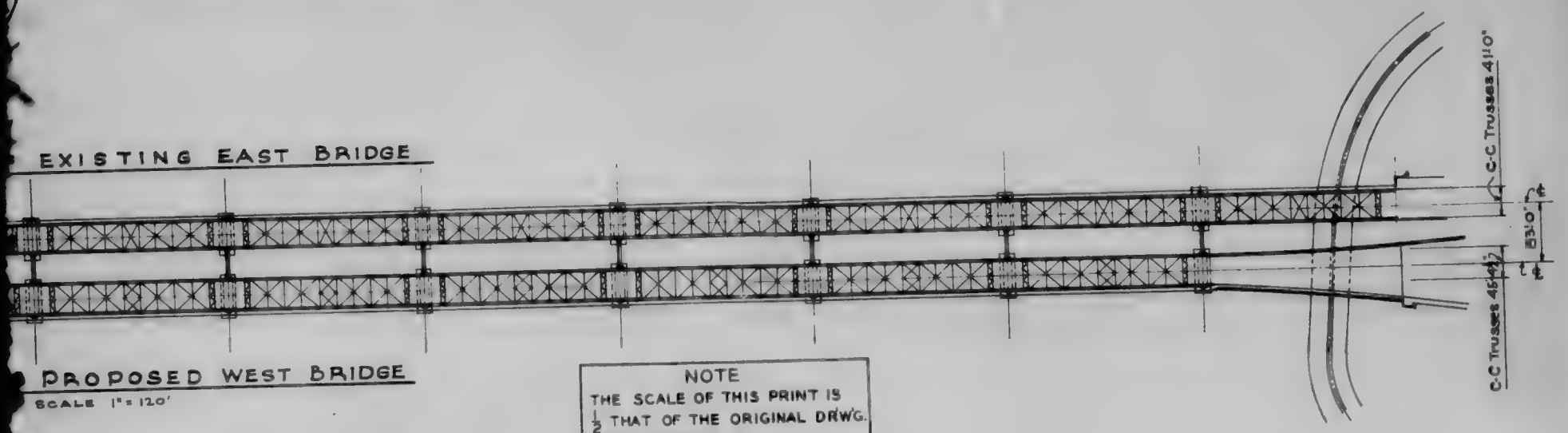
[illegible] report is to be placed in the mails early enough so that it will [illegible] the Bridge Engineer's office not later than Monday a. m.

Resident Engineer

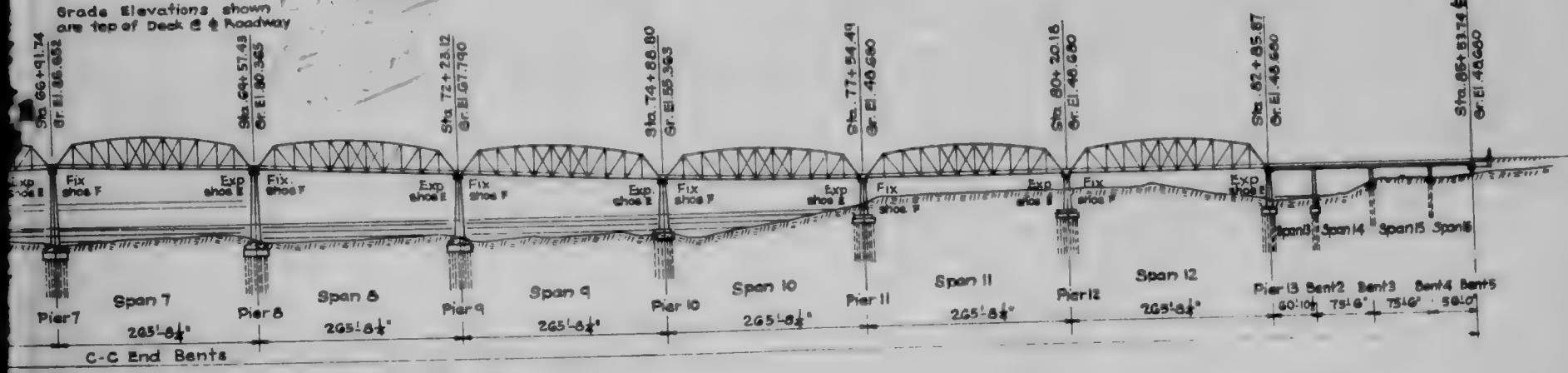
State Printing



ON OF EXISTING EAST BRIDGE



NOTE
THE SCALE OF THIS PRINT IS ½ THAT OF THE ORIGINAL DRW'G.
FOR EXAMPLE:
INDICATED SCALE ¾"=1'-0"
SHOULD BE READ ⅜"=1'-0".
INDICATED SCALE 1"=10'-0"
SHOULD BE READ 1"=20'-0"



ION OF PROPOSED WEST BRIDGE

Grade 0.0%
Sta. 85+50
El. 46.68 Back
El. 46.38 Ahead
VC = 32'
El. 46.680

GENERAL NOTES:
Bridge designed for H 20-S16-44 Loading.
All concrete shall be Class "A" and as modified by the special provisions with a 28 day breaking strength of 3300 psi and fc=1320 psi.
All reinforcing steel shall be intermediate grade deformed bars.
Bars No. 3 to No. 11 inclusive shall conform to A.S.T.M. specification A-305 and shall be lapped 20 diameters at all splices unless noted or shown otherwise. 1½" Square bars shall be lapped 60 diameters at all splices unless noted or shown otherwise.
All reinforcement shall be placed 2" clear of nearest face of concrete unless noted or shown otherwise.

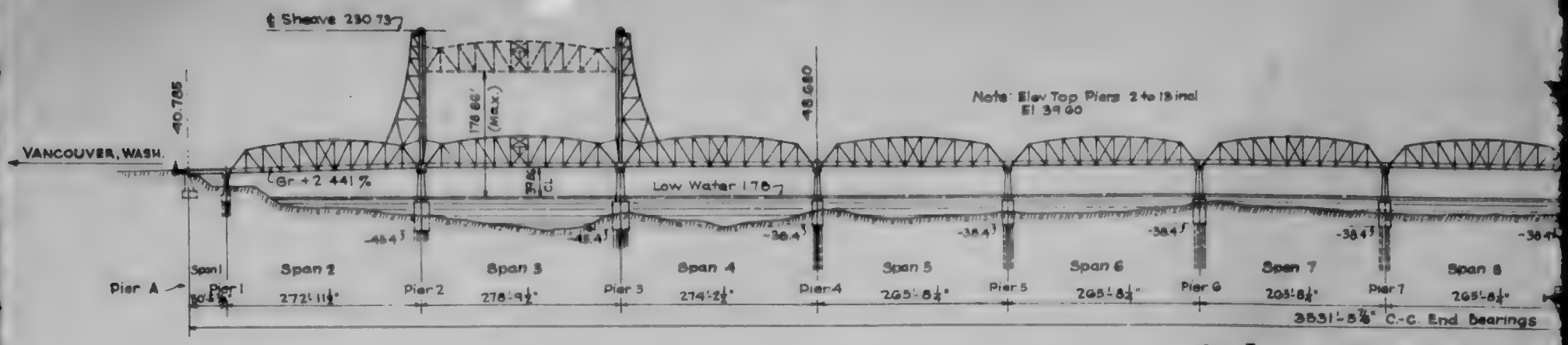
APPROVED:
P. M. Stephenson
BRIDGE ENGINEER
K. H. Dawson
ASST. STATE HIGHWAY ENGINEER

OREGON
STATE HIGHWAY COMMISSION

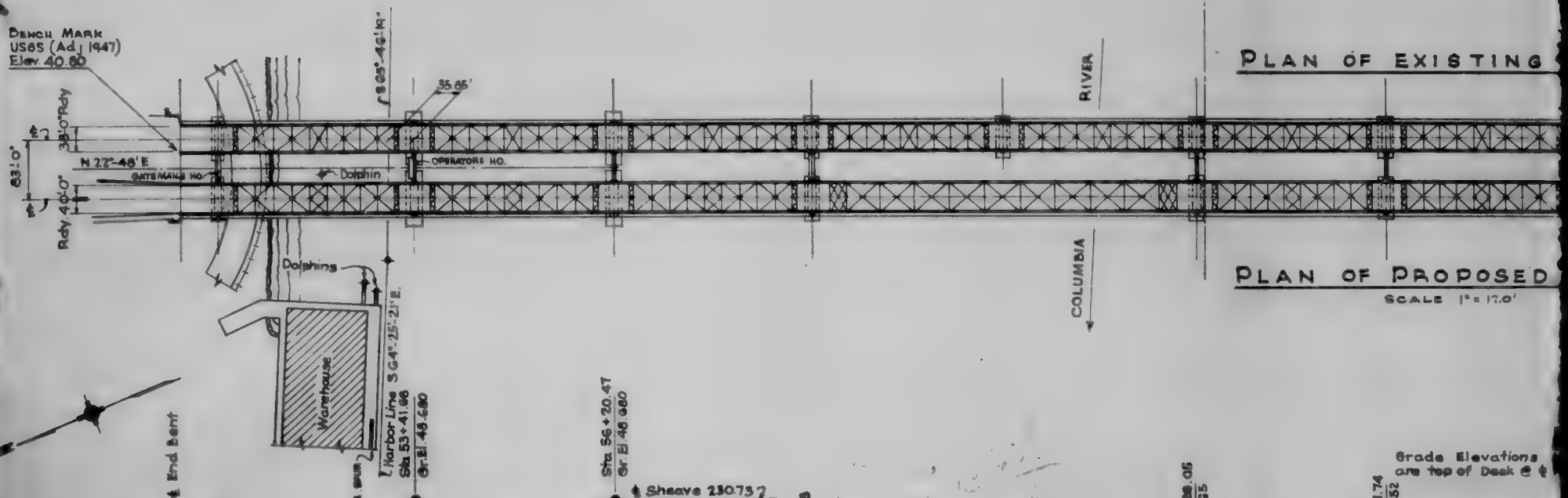
INTERSTATE BRIDGE
OVER
COLUMBIA RIVER
PACIFIC HIGHWAY
PLAN & ELEVATION

SCALE
JUNE 2, 1955
CALC. BK. NO. 370
DRAWN BY C. C. S.
TRACED BY C. C. S.
CHECKED BY
ACCOMP. BY DRWGS. NO. 12302-12390 INCL., 9233 & S-83

SHEET 1 OF 92
BRIDGE NO. 7333
DWG. NO. 12301



ELEVATION OF EXISTIN



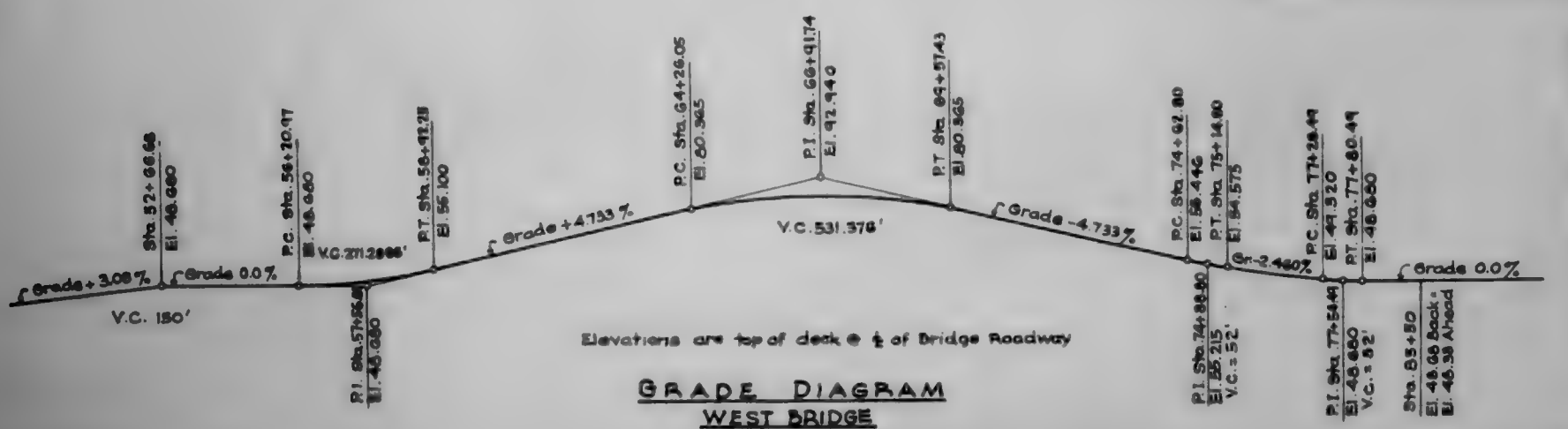
PLAN OF EXISTING

PLAN OF PROPOSED

SCALE 1" = 17.0'

Grade Elevations are top of Deck @ ℄

ELEVATION OF PROP



Elevations are top of deck @ ℄ of Bridge Roadway

GRADE DIAGRAM
WEST BRIDGE
No Scale

GEN
Brid
All c
prov
All r
Bars
A-3
note
dia
All
con

RECEIVED
AUG 25 1958
FOR FILING

COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
ROBERT B. CHESSMAN, MEMBER
ASTORIA
KENNETH N FRIDLEY, MEMBER
WASCO
H B. GLAISYER, SECRETARY
SALEM

4653

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

W. C. WILLIAMS
STATE HIGHWAY ENGINEER
FORREST COOPER
DEPUTY STATE HWY ENGR.
LEONARD I LINDAS
CHIEF COUNSEL

August 25, 1958

(This letter sent to navigation interests as per list furnished by the District Engineer, Corps of Engineers, Portland.)

This is to advise that the lift span of the Interstate Bridge over the Columbia River between Portland, Oregon, and Vancouver, Washington, will not be opened to pass shipping between the hours of 7 a.m. and 8 a.m. and the hours of 4 p.m. and 5:30 p.m. each day from and including September 3 to September 17, 1958. Consent has been obtained of the District Engineer, U. S. Corps of Engineers, for such closure subject to proper notification of navigation interests.

This closure of the lift span is for the purpose of constructing the approaches to the Interstate Bridge at the Vancouver end of the project. The closure was originally scheduled for July 15 to July 29, but was postponed because of the strike of the operating engineers, which tied up all construction during that period.

Very truly yours,

W. C. Williams
State Highway Engineer

By G. S. Paxson

G. S. Paxson
Assistant State Highway Engineer

GSP:gm
cc The District Engineer, Corps of Engineers
U. S. Army, Portland, Oregon
Mr. W. A. Bugge, Director, Washington Department of Highways
Mr. William Bailey, District Engineer, Washington Dept. of Highways
Mr. A. G. Skelton
Mr. Al Rear
Mr. Ivan D. Merchant
Mr. J. Harris
Washington Dept. of Highways
c/o Mr. Al Rear

STATE OF WASHINGTON

ALBERT D. ROSELLINI, GOVERNOR

WASHINGTON
STATE HIGHWAY COMMISSION
DEPARTMENT OF HIGHWAYS

OFFICE OF DISTRICT ENGINEER
4200 MAIN STREET
VANCOUVER, WASHINGTON

August 22, 1958

Mr. G. S. Paxson
Assistant State Highway Engineer
State of Oregon
Department of Highways
Salem, Oregon

C.S. 0602 PSH #1 Cont. 5769
Interstate Bridge Approaches in
Vancouver
State Project

Dear Sir:

The contractor on the above project plans to resume work on the approaches at the north end of the Interstate Bridge on September 3, 1958. During this construction it will be necessary to restrict traffic to one lane in each direction. For this reason we feel it would be advisable to prohibit opening the lift span during the rush period between the hours of 7:00 a.m. and 8:00 a.m. and the hours of 4:00 p.m. and 5:30 p.m. each day, for a two-week period from September 3 to September 17, 1958.

This closure was provided for in previous correspondence with the Army Engineers but the exact dates were not established. We request that you clear this with the Army Engineers and send out any necessary information to shipping interests as was done by your previous letter of April 30, 1958.

We wish to thank you for your assistance in this matter.

Yours very truly,

W. A. BAILEY
District Engineer

E. G. Nettleton

By: E. G. NETTLETON
District
Construction Engineer

RECEIVED
AUG 25 1958
OREGON
STATE HIGHWAY COMMISSION

NOTED
G. S. PAXSON

WAB:am
EGN

RECEIVED
AUG 25 1958
FOR FILING

1771

46-3

August 25, 1958

Marine Editor
Oregon Journal
Portland, Oregon

Dear Sir:

The paving of the approaches to the Interstate Bridge at the Vancouver end of the project will necessitate the restricting of highway traffic to a single lane in each direction while paving is under way. This will result in some delay to traffic and, in order to minimize this delay, we have received permission from the District Engineer, U. S. Corps of Engineers, to keep the drawspan closed during the rush-hour periods.

All navigators are being notified of the closure and it is our thought it should perhaps be publicized by some news item in your paper.

Very truly yours,

W. C. Williams
State Highway Engineer

By

G. S. Parson
Assistant State Highway Engineer

GSP:gm

cc The District Engineer
Corps of Engineers, U. S. Army

Mr. W. C. Williams

RECEIVED
AUG 25 1958
FOR FILING
7971
4653

August 25, 1958

Mr. Lawrence Barber
Marine Editor
The Oregonian
Portland, Oregon

Dear Sir:

The paving of the approaches to the Interstate Bridge at the Vancouver end of the project will necessitate the restricting of highway traffic to a single lane in each direction while paving is under way. This will result in some delay to traffic and, in order to minimize this delay, we have received permission from the District Engineer, U. S. Corps of Engineers, to keep the drawspan closed during the rush hour periods.

All navigators are being notified of the closure and it is our thought it should perhaps be publicized by some news item in your paper.

Very truly yours,

W. C. Williams
State Highway Engineer

By

G. S. Paxson
Assistant State Highway Engineer

GSP:gm

cc The District Engineer
Corps of Engineers, U. S. Army

Mr. W. C. Williams

RECEIVED
AUG 2 1 1958
FOR FILING
7971
4653

August 19, 1958

Mr. W. A. Bugge, Director
Department of Highways
Transportation Building
Olympia, Washington

Attention: Mr. W. H. Butts
Chief Accountant

Re: Contract No. 4653,
Portland-Vancouver
Interstate Bridge

Dear Sir:

The construction of the new Interstate Bridge between Portland and Vancouver, under contract with the Guy F. Atkinson Company, was completed on July 9, 1958, and formally accepted by the Oregon Highway Commission on July 31, 1958. I attach hereto copy of a letter from the Fidelity and Deposit Company, bondsmen on the above project, giving consent to the payment of the final estimate including all retained percentages. As far as the State of Oregon is concerned, final payment on the contract can be made.

You will note that the Fidelity and Deposit Company has waived the claim filed by Mr. Walter E. James for damage to his automobile by painting operations on the structure. In our files we have numerous letters alleging damage to automobiles, none of which have been formally filed as claims against this project. In any event, the payment of this final estimate does not release the contractor or his surety from responsibility for such claims, and, since these claims are minor in nature, we would recommend payment of the final estimate as soon as it can be processed.

Very truly yours,

W. C. Williams
State Highway Engineer

By

G. S. Paxson
Assistant State Highway Engineer

GSP:gm
Attach.
cc Mr. D. B. Hodges
Secretary
Washington Toll Bridge Authority

Mr. W. C. Williams
Mr. H. B. Glaisyer
Mr. C. H. Maison
Mr. Ivan D. Merchant

RECEIVED
SEP 8 - 1958
FOR FILING

1171

4.2

Salem, Oregon
August 18, 1958

Mr. C. H. Maison
Auditor

REFERRED TO
BY SECRETARY

Filed

Attached is a copy of a letter received from Fidelity and Deposit Company of Maryland, consenting to release of final payment on the contract awarded to Guy F. Atkinson Company for construction of a bridge over the Columbia River between Portland and Vancouver, Wn., our Contract No. 4653.

In our telephone conversation of this morning, it is my understanding that you will forward this information to the State of Washington Authority along with some of the information that you need to provide to them.

H. B. Glaisyer, Secretary
OREGON STATE HIGHWAY COMMISSION

By

Floyd Query, Assistant Secretary

Enc.
FAQ:fp

NOTED
H. B. GLAISYER

NOTED ON CARD

#4653

Fidelity and Deposit Company

HOME OFFICE OF MARYLAND BALTIMORE 3

BONDING INSURANCE

ROBERT B. CUMMING
MANAGER
VANCE McKENNEY
SPECIAL AGENT

900-1-2-3-4 FAILING BUILDING
PORTLAND 4, ORE.

TELEPHONE
CA 8-6441

August 15, 1958

State Of Oregon
Oregon State Highway Commission
Salem, Oregon

Attention: H. B. Glaisyer, Secretary

Dear Mr. Glaisyer:

Please refer to your letter of August 7, 1958 regarding the Guy F. Atkinson Company contract for the construction of a bridge over the Columbia River between Portland, Oregon and Vancouver, Washington.

In answer to your inquiry, the Fidelity and Deposit Company of Maryland has no knowledge of any claim whatsoever against this contract. Our company has no objection to the release of the final payment in connection with this project and we request that the final payment be made to Guy F. Atkinson Company notwithstanding the claim for alleged damage to his automobile by Mr. Walter E. James.

Thank you for your letter of August 7 and please advise if we can be of further assistance in this matter.

Yours very truly,

Vance McKenney

Vance McKenney

VM:lb

RECEIVED
AUG 18 1958
OREGON
STATE HIGHWAY COMMISSION

NOTED ON CARD

RECEIVED
AUG 13 1958
FOR F
1971

ALLSTATE INSURANCE COMPANY

REGIONAL OFFICE • 1610 SIXTH AVENUE • SEATTLE 1, WASHINGTON

Y653

August 18, 1958

In reply please refer to

W. C. Williams
State Highway Engineer
State Highway Department
State of Oregon
Salem, Oregon

Attention: G. S. Paxson
Assistant State Highway Engineer

Dear Sir:

Thank you very much for your prompt answer in which you give us some of the details of the contracts and relative responsibilities for damage to third persons arising out of the construction of the new Interstate bridge between Portland, Oregon and Vancouver, Washington.

We are forwarding your letter on to our Vancouver, Washington District Service Office for their information and guidance in processing these files.

Again, thank you for your prompt response.

Sincerely yours,

F. W. Loyd

F. W. Loyd
Claim Manager
by L.C.A.

FWL:LCA:lh

NOTED
G. S. PAXSON

RECEIVED
AUG 19 1958
OREGON
STATE HIGHWAY COMMISSION

You're in Good Hands with Allstate Insurance

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AUG 13 1958
FOR FILING
7971
4:53

August 15, 1958

Mr. F. W. Loyd
Claim Manager
Allstate Insurance Company
1610 Sixth Avenue
Seattle 1, Washington

Dear Mr. Loyd:

I have a copy of your letter of August 13 to Mr. W. A. Bugge, Director, Washington Department of Highways, concerning damage to vehicles by painting operations on the Interstate Bridge over the Columbia River between Portland and Vancouver. Under our agreement with the State of Washington, the construction on this project is supervised by the State of Oregon. I am, therefore, answering your letter from this office.

You are correct that the painting was done by the Russels Painting Company of Seattle, as a subcontractor under the Guy F. Atkinson Company of San Francisco, which is the general contractor on the project. Our contract with the general contractor makes him responsible for damage to property or persons. The following two paragraphs apply particularly to this company and are quoted from the specifications which are a part of the contract:

"In the performance of the work to be done under the contract, the contractor shall use every reasonable and practicable means to avoid damage to property, injury to persons and loss, expense, inconvenience and delay to property owners, users of the highway and others. He shall provide protective devices and flagmen wherever and whenever needed in affording this protection and, in the performance of the work, he shall use no means or methods which will endanger, unnecessarily, either persons or property."

"All damage and injury to property, either real or personal or both, that may be caused by or that may result from the carrying out of the work to be done under the contract, or from any act, omission or neglect of the contractor, his subcontractors, or his employees, shall promptly be made good by the contractor either by the repairing, rebuilding, or replacing of the property damaged, or in some other satisfactory manner."

I would suggest that you present this matter to the general contractor for his investigation.

Very truly yours,

W. C. Williams
State Highway Engineer

By

G. S. Parson
Assistant State Highway Engineer

GSP:ga

cc Mr. W. A. Bugge
Mr. W. C. Williams

ALLSTATE INSURANCE COMPANY
1610 SIXTH AVENUE
SEATTLE 1, WASH.

August 13, 1958

REFERRED TO
PAXSON
By State Highway Engineer

W. A. Bugge, Director
Department of Highways
State of Washington
Olympia, Washington

Dear Mr. Bugge:

We are writing you in regard to the construction of the new Interstate Bridge over the Columbia River between Portland, Oregon and Vancouver, Washington, particularly as it relates to the considerable number of paint spray claims this company, and the insurance industry in general, has been having as a result of the painting of this bridge.

It is our understanding that the painting was done, or is being done, by the Runells Painting Company of Seattle as a sub-contractor under the Guy F. Atkinson Company of San Francisco, the general contractor.

Our primary concern, of course, centers in the considerable cost these claims have amounted to and our subrogation rights as a result. What provisions are made in these construction contracts to protect the traveling public who have no choice but to use the bridges and rights of way while the work is in progress? Is there not some provision in the contract making the contractor or sub-contractor responsible for liability claims arising out of the construction, and does not the State of Washington, and State of Oregon, require a bond to take care of such claims? It is our understanding that tarps or nets were required, and were hung, but they proved very ineffectual and did not protect passing cars in the slightest.

We are still receiving these claims so are presently unable to ascertain just what our losses will be, but from those already reported and paid, it promises to be considerable.

As it is our understanding that the construction of the new bridge, and reconstruction of the old bridge, is a joint undertaking of the State of Washington and State of Oregon, we are sending a copy of this letter to Mr. W. C. Williams, State Highway Engineer, State of Oregon.

Thank you for any assistance you can give us in this regards

Sincerely yours,
F. W. Loyd
F. W. Loyd
Claim Manager

NOTED
G. S. PAXSON

FWL:lh
cc: W. C. Williams
State Highway Engineer
State of Oregon

RECEIVED
AUG 14 1958
STATE HIGHWAY ENGINEER

RECEIVED
AUG 12 1958
FOR FILING

7771
4653

August 11, 1958

Guy F. Atkinson Company
5315 N. E. 101st Avenue
Portland 20, Oregon

Gentlemen:

We have received several complaints from a Mr. J. W. Mitchell of Seattle, Washington, who alleges that his car was damaged by paint at the Interstate Bridge project. In a letter dated August 7 to you, of which I have a copy, he complains that no one has contacted him regarding the matter. These complaints cause us considerable embarrassment since they pertain to public work and it would be very much appreciated if you could dispose of the matter.

Very truly yours,

W. C. Williams
State Highway Engineer

By

G. S. Paxson
Assistant State Highway Engineer

GSP:gs

cc Mr. W. C. Williams
Mr. Ivan D. Merchant

CABLE ADDRESS
"CRELCEL-SEATTLE"

TELEPHONE: MUTUAL 2-8141
NIGHTS: GLENCOURT 4-1913

LEO J. LECLERC, INC.

INSURANCE ADJUSTERS

J. W. MITCHELL
MANAGER

HEAD OFFICE
MONTREAL, CANADA

GROSVENOR HOUSE
FIVE HUNDRED WALL ST.
SEATTLE 1, WASHINGTON

August 7, 1958

Guy F. Atkinson Company
5315 N. E. 101st Avenue
Portland 20, Oregon

Gentlemen:

On July 17, 1958 I sent you a copy of my letter to the Washington State Toll Bridge Authority and also enclosed copy of my original letter to them regarding my claim for paint spray damage to my Studebaker automobile. To date I do not seem to have received a reply from your office, nor have I been contacted by either your representative or a representative of your liability insurance carrier.

Preliminary attempts to remove this paint overspray have not been too successful and it may be necessary to have my car repainted. I hope that this will not be necessary, however, in view of this development, I will appreciate hearing from you or your insurance company at the earliest possible date.

Since the damage to my car was caused by the negligence of your employees and since I am advised by both the State of Washiggton and the State of Oregon that responsibility for third party damage occurring during your painting operations on the Interstate Bridge is by contract your responsibility, it is difficult for me to understand why this matter has not been attended to prior to this time.

As a matter of interest I might point out that I do not carry insurance on my car to cover this loss and, accordingly, must look directly to you for reimbursement.

May I please hear from you by return mail.

Very truly yours,

J. W. Mitchell, Mgr.

cc to State of Oregon
State Highway Dept.
cc to Washington Toll Bridge Authority

RECEIVED
AUG 11 1958
STATE HIGHWAY DEPARTMENT
SALEM, OREGON

RECEIVED
AUG 8 1958
FOR FILING

7971

August 8, 1958

Mr. George D. LaRoche
Attorney at Law
Equitable Building
Portland 4, Oregon

Dear Sir:

In reply to your letter of July 31, the contract for construction of the Interstate Bridge across the Columbia River between Portland and Vancouver, Wn., is held by Guy F. Atkinson Company, 10 West Orange Avenue, South San Francisco, California.

We do not know the name of the subcontractor who may have been painting the structure in May when your client's car was damaged by paint spray.

We suggest that you contact the Guy F. Atkinson Company for further details.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

FAQ:fp

GEORGE D. LAROCHE
ATTORNEY AT LAW
EQUITABLE BUILDING
PORTLAND 4, OREGON
CAPITOL 8-9495

July 31, 1958

Oregon State Highway Department
Salem, Oregon

Dear Sirs:

While the Interstate Bridge was being spray-painted this May, the car of Mr. and Mrs. Frank Kakos was damaged by being splattered with this paint. The Kakos' had to expend $22.50 to repair the damage.

Will you please advise me as to the name of your contractor on this work, in order that these people can obtain reimbursement for this damage.

Very truly yours,

George D. LaRoche

GDL:er

REFERRED TO
BY SECRETARY

RECEIVED
AUG 1 - 1958
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
AUG 8 1958
FOR FILING

August 7, 1958

Mr. Robert B. Cumming, Manager
Fidelity and Deposit Company of Maryland
900 Failing Building
Portland 4, Oregon

REFERRED TO
BY SECRETARY

Dear Mr. Cumming:

The Oregon State Highway Commission on March 27, 1956, awarded to the Guy F. Atkinson Company a contract for the construction of a bridge over the Columbia River between Portland, Oregon, and Vancouver, Washington, and a bridge over Oregon Slough. This contract was completed by the Guy F. Atkinson Company on July 9, 1958, and the work was formally accepted by the Oregon State Highway Commission on July 31, 1958. The final voucher amounting to $8,164.87 for work performed under the contract is now being processed. So far as the State of Oregon is concerned, the warrant could be delivered to the Guy F. Atkinson Company at the expiration of a 10 day period following notification to the surety that the payment is about to be made. However, the State of Washington is involved and the legal procedures of the state must be satisfied.

The records of the Oregon State Highway Commission reveal no claims of creditors outstanding against the work except that of Mr. Walter E. James who alleges that his car was damaged by paint during the progress of that kind of work. The amount of the claim was not stated. Will you please advise me by letter whether or not the surety has any objections to the release of the final payment in connection with this project. The communication will be passed on to the proper officials of the State of Washington with a request that the warrant be released when the requirements of that state have been satisfied. In the event that you have knowledge of any claims against this contract it is respectfully requested that you advise us thereof, including amounts.

In order to avoid delay in effecting the final payment to the contractor, we will appreciate an early reply.

Respectfully yours,

NOTED ON CARD

Secretary
OREGON STATE HIGHWAY COMMISSION

HEC:js
cc: C. H. Maison (2)

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COMMISSIONERS
ERNEST A. COWELL, CHAIRMAN
EUREKA
H. E. MORGAN
LONGVIEW
O. E. STONE
SPOKANE
E. A. MOISIO
TACOMA
ERNEST J. KETCHAM
SEATTLE
LORENZ GOETZ, SECRETARY
OLYMPIA

STATE OF WASHINGTON
ALBERT D. ROSELLINI, GOVERNOR

WASHINGTON
STATE HIGHWAY COMMISSION
DEPARTMENT OF HIGHWAYS

W. A. BUGGE, DIRECTOR
TRANSPORTATION BUILDING
OLYMPIA

DISTRICT OFFICES
NO 1 SEATTLE 8
6431 CORSON AVE
NO 2 WENATCHEE
P. O. BOX 98
NO. 3 OLYMPIA
P. O. BOX 367
NO 4 VANCOUVER
4300 MAIN STREET
NO 5 YAKIMA
P. O. BOX 52
NO. 6 SPOKANE 21
N 2820 MAYFAIR ST
NO 7 SEATTLE 4
450 SPOKANE ST.

August 5, 1958

Mr. C. H. Maison, Auditor
Oregon State Highway Department
Salem, Oregon

PSH No. 1 C.S. 0601
Interstate and Oregon Slough Bridges
Oregon Contract 4653, Washington
Contract 5216

Dear Sir:

Reference is made to your transmittal letter dated July 29, 1958 for Estimate No. 27 representing final payment to the Guy F. Atkinson Company for construction of the above-noted project. This estimate has been passed for payment in the net amount of $8,104.87.

Washington's procedure establishes the date of acceptance as the date of approval by Washington Director of Highways of the final estimate. This date for this contract was July 31, 1958 and the retained percentage payment cannot be made prior to September 3, 1958. Subject to receipt of clearance from the Washington Tax Commission, Washington Department of Labor and Industries and Washington Employment Security Department, the voucher will be presented for payment by September 3, 1958 and payment to the contractor may be expected in the first week of September.

In addition, we request that your department furnish us with all releases required by Oregon laws and a statement from your department clearing the payment of the retained percentage to the contractor. Oregon clearance must be received prior to September 3, 1958 to avoid additional delay of the payment of the retained percentage to the contractor.

Very truly yours,

W. A. BUGGE
Director of Highways

By: W. H. BUTTS
Chief Accountant

WAB:bln
WHB:CRA

cc: Guy F. Atkinson Company
Attention: Paul Miller

Toll Facility Division
Attention: Hedges

NOTED
G. S. PAXSON

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NOV 7 - 1958
FOR FILING

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A

Interstate Freeway
Oregon Slough-Russell Street
Preliminary Report

Cost Comparison

	Delaware	Minnesota
Excavation (Includes Clearing and Finishing)	$ 1,945,948	$1,017,342
Haul	1,757,871	472,338
Drainage (Storm Sewers)	724,754	658,105
Curbs, Walks and Misc.	332,656	289,559
Base and Pave	1,439,571	1,148,639
Sign, Light, Utility Adj. and Landscape	979,333	851,333
Structures	5,789,200	5,066,700
Total	$12,969,333	$ 9,504,016
20% Engineering & Contingencies	2,592,667	1,900,984
Total Construction Cost	$15,562,000	$11,405,000
Right of Way	8,367,000	8,523,000
Total Project Cost	$23,929,000	$19,928,000

A

Data

Number of Curves	7	6
Sharpest Curve	7°	4°
Total Delta	242°30'	152°30'
Rise and Fall	245'	272'
Length	4.3 Mi.	4.0 Mi.

Structures include all portions of Fremont Interchange except Fremont Bridge ramps.

Fl's
Does not include revised Minnesota interchanges

July 29, 1958

NOTED
FORREST COOPER

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JUL 23 1958
FOR FILING

7971

465

July 25, 1958

Mr. Lee E. Troutner, Owner
Pioneer Roofing Company
16916 S. E. Main
Portland 16, Oregon

Dear Mr. Troutner:

I have your letter of July 22 concerning paint damage on your vehicles at the Interstate Bridge project.

In our contract for this work we make the contractor responsible for all damages occasioned by his operations. If you have any further trouble in getting adjustment in the matter, please let me know.

Very truly yours,

W. C. Williams
State Highway Engineer

By

C. S. Paxson
Assistant State Highway Engineer

CSP:gm

cc Mr. W. C. Williams

Pioneer Roofing Co.

Builders of Fine Roofs

16916 S. E. Main ALpine 4-5090 Portland 16, Oregon

22 July 1958

Oregon State Highway Commission
Salem, Oregon

Re: Interstate Bridge
Runnels Paint Company

Gentlemen:

Enclosed herewith is a copy of a letter which we have written to the attorneys representing the Runnels Paint Company which had a contract to paint the Interstate Bridge.

Our insurance carrier has written to Runnels twice previously and we received a form letter from Runnels' attorneys.

Judging by the use of a form letter in replying to such a query leads us to believe that there must be a great deal of this damage which would also lead us to feel that Runnels is negligent in the performance of their work.

We are therefore notifying you of this damage and our impending action.

Very truly yours,

PIONEER ROOFING COMPANY

Lee E. Troutner

Lee E. Troutner - Owner

RECEIVED
JUL 25 1958
OREGON
STATE HIGHWAY COMMISSION

Pioneer Roofing Co.

Builders of Fine Roofs

16916 S. E. Main ALpine 4-5090 Portland 16, Oregon

22 July 1958

Wettrick, Flood, O'Brien, Toulouse & Lirims - Attorneys
805-11 Arctic Building
Seattle 4, Washington

Re: Runnels Paint Co.
Interstate Bridge

Gentlemen:

On two previous occasions, our insurance carrier has written regarding spray paint covering our equipment which was caused by the Runnels Paing Co. in connection with their work on the Interstate Bridge. It is interesting to note that your letter of July 17th is a form letter which leads us to believe that Runnels must either be negligent or careless.

At the time this painting project was going on, we had a roofing project forthe Port of Vancouver, Washington which was started on the 12th of May, 1958. After that date, we were delivering materials in our 1956 Chevrolet Stake truck which is green in color and one and a half ton capacity. While unloading, this truck acquired a fine mist of measles caused by red paint from Runnels' operation.

A few days later Runnels was painting over the highway under the bridge on the Washington Side of the River and we again were well sprayed - and on successive days we would receive a little more until now the windshield wipers do not work properly nor is visibility adequate for the proper operation of this truck.

Our superintendent, Mike Nikkila drives our 1955 Ford Pickup and has received various sprayings of paint. In fact, I, myself, was driving this pickup on June 27, 1958 and received the biggest spraying of green paint all over the vehicle.

On June 16, I drove my 1958 Oldsmobile Sedan to Ford Lewis on business and in the company of a witness who noted small red specs on this car previously but on this particular day received a good coating of green paint from the Runnels' operation.

Wetrick, Flood, O'Brien,
Toulouse & Lirhus

Pioneer Roofing Company
22 July 1958

On one occasion, I stopped at the East end of the Bridge where Runnels maintained their base of operations and talked to one of their employees who led me to believe that he was in a supervisory capacity for Runnels and he advised that when they had completed their painting contract, they were going to clean all of the vehicles in the area that were coated. To this date we have heard nothing further.

You state in your form letter that Runnels drapes their work. The drapery used on this particular job could not even begin to hold the spray.

I have had my Oldsmobile cleaned and waxed and will have to have these trucks taken care of.

You state that you desire to know the insured's interest in the automobile. I frankly can't see what business that is of yours since I am the legal owner of all three vehicles, as follows:

1955	Ford Pickup	Red
1956	Chev Truck	Green
1958	Olds Sedan	Light Blue

We don't file claims on every little item that happens to us, and are content to take a lot in our daily stride of doing business, but this has gone out of reason and if Runnels were supposed to guarantee as a condition of their contract to drape the work and control the spray they certainly have not lived up to their obligation.

Unless you, Runnels or their insurance carrier will give us a satisfactory guarantee that without further delay this matter will be taken care of, itwill be necessary for us to take legal action.

Yours truly,

PIONEER ROOFING COMPANY

Lee E. Troutner

Lee E. Troutner - Owner

CC: Washington State Toll Brids Authority
Oregon State Highway Commission
McAllister, Burns & Gustafson - Attorneys

Wetrick, Flood, O'Brien,
Toulouse & Lirhus

Pioneer Roofing Company
22 July 1958

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Unless you, Runnels or their insurance carrier will give us a satisfactory guarantee that without further delay this matter will be taken care of, itwill be necessary for us to take legal action.

Yours truly,

PIONEER ROOFING COMPANY

Lee E. Troutner

Lee E. Troutner - Owner

CC: Washington State Toll Bridg Authority
Oregon State Highway Commission
McAllister, Burns & Gustafson - Attorneys

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FOR FILING

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July 16, 1958

Mr. J. W. Mitchell, Manager
Leo J. Leclerc, Inc.
Grosvenor House
900 Wall Street
Seattle 1, Washington

Dear Mr. Mitchell:

I have a copy of Mr. Hodges' letter to you dated July 14 having to do with damage to your car because of painting at the Interstate Bridge between Portland and Vancouver. The address given you for the Guy F. Atkinson Company was their job office, which has now been closed, and I would suggest your communication to them be sent to their main Portland office, which is 5315 N. E. 101st Avenue, Portland 20, Oregon.

Very truly yours,

W. C. Williams
State Highway Engineer

By

G. S. Pearson
Assistant State Highway Engineer

GSP:gm

cc Mr. B. B. Hodges

COPY

ALBERT D. ROSELLINI, Governor
Chairman of Authority
CLIFF YELLE, State Auditor
FRANCIS PEARSON, Chairman
Public Service Commission
ERNEST A. COWELL, Chairman
State Highway Commission
LLOYD K. NELSON, Director
Department of General Administration

STATE OF WASHINGTON

W. A. BUGGE, Director of Highways
Ex Officio Member
D. B. HEDGES
Executive Secretary of Authority

WASHINGTON TOLL BRIDGE AUTHORITY

TRANSPORTATION BUILDING
OLYMPIA, WASHINGTON

July 14, 1958

Mr. J. W. Mitchell, Manager
Leo J. Leclerc, Inc.
Grosvenor House
500 Wall Street
Seattle 1, Washington

Dear Mr. Mitchell:

Acknowledgment is hereby made of your letter of July 9 wherein you advised that on your last trip to Portland your car received a large quantity of spray paint when you were crossing the Inter-state Bridge between Vancouver and Portland. Please be advised that the Guy F. Atkinson Company, P. O. Box 15d, North Portland, Oregon, is the contractor for the new Inter-state Bridge between Portland and Vancouver. The subject company is responsible for any damage done by its operations, and I would suggest that you present your claim to the Guy F. Atkinson Company or have your insurance company do so on your behalf.

Very truly yours,

WASHINGTON TOLL BRIDGE AUTHORITY

By: D. B. HEDGES
Executive Secretary

DBH:rr

cc: Mr. G. S. Paxson

RECEIVED
JUL 16 1958
OREGON
STATE HIGHWAY COMMISSION

NOTED
G. S. PAXSON

FORM E-123

RECEIVED
JUL 15 1958
FOR FILING

COMMISSIONERS
CHAS. H. REYNOLDS, CHAIRMAN
LA GRANDE
M. K. McIVER,
PORTLAND
ROBERT B. CHESSMAN, MEMBER
ASTORIA
H. S. [illegible], SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

W. C. WILLIAMS
STATE HIGHWAY ENGINEER
FORREST COOPER
DEPUTY STATE HWY. ENGR.
LEONARD I. LINDAS
COUNSEL

July 14, 1958

(This letter sent to navigation interests as per list furnished by the District Engineer, Corps of Engineers, Portland, Oregon, under date of April 29, 1958.)

Under date of July 7, you were advised that the lift span of the Interstate Bridge over the Columbia River between Portland, Oregon, and Vancouver, Washington, would not be opened between the hours of 7 a.m. and 8 a.m. and the hours of 4 p.m. and 5:30 p.m. during the period from July 15 to July 29, 1958. Due to the strike of the operating engineers, all highway construction has been closed down and it will not be possible to do the work planned during this closure in the period specified. In view of this, the navigation span will be in normal operation until further notice.

When the strike is adjusted, a further notice will be sent out notifying all navigation interests of the period during which closure of the drawspan will be necessary.

This matter has been discussed with the District Engineer, U. S. Corps of Engineers, and the postponement of the closure has his approval.

Very truly yours,

W. C. Williams
State Highway Engineer

By G. S. Paxson

G. S. Paxson
Assistant State Highway Engineer

GSP:gm

cc **The District Engineer**
Corps of Engineers, Portland

Mr. W. A. Bugge, Director
Washington Department of Highways

Mr. William Bailey, Dist. Engr.
Washington Department of Highways

Mr. J. Harris
Wash. Department of Highways
c/o Mr. Marshall Dresser

Mr. Ivan D. Merchant
Mr. A. G. Skelton
Mr. Marshall Dresser

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FOR FILING

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July 14, 1958

Mr. Virgil Scheiber, Lawyer
217 Adams Building
1105 Broadway
Vancouver, Washington

Dear Mr. Schreiber:

Answering your letter of July 10, 1958, I am pleased to inform you that the painting of the new Interstate Bridge across the Columbia River between Vancouver and Portland was included in the contract for construction of the structures. This contract is described as construction of the Interstate and Oregon Slough Bridges on the Pacific Highway, Multnomah County, Oregon, and Clark County, Washington, and was awarded to Guy F. Atkinson Company whose address is 10 West Orange Avenue, South, San Francisco, California. This is Oregon State Highway Contract No. 4653. Our records show that the contractor is a corporation.

There is a possibility that the prime contractor sub-contracted the painting work to another concern; however, that does not relieve the prime contractor from his obligation to see that the project is satisfactorily completed and that claims arising out of the project are satisfied.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

HBG:jmc

LAW OFFICE OF
VIRGIL SCHEIBER
217 ADAMS BUILDING - 1105 BROADWAY
VANCOUVER, WASHINGTON
OXFORD 4-3351

July 10, 1958

Oregon State Highway Commission,
Salem, Oregon

Gentlemen:

I understand that a contract was entered into with your Commission for the painting of the new Interstate Bridge between Vancouver and Portland, and I would appreciate receiving from you the exact name of the painting company which had the contract, and also whether it was a partnership, an individual, or a corporation.

A self-addressed envelope is enclosed for your reply, for which I thank you.

Very truly yours,

Virgil Scheiber

VS:et
Enc.

guy attaway Co.

RECEIVED
JUL 11 1958
OREGON
STATE HIGHWAY COMMISSION

ANSWERED
H. B. GLAISYER

RECEIVED
JUL 1958
FOR FILE
7471
4653

July 14, 1958

Guy F. Atkinson Company
5315 N. E. 101st Avenue
Portland 20, Oregon

Gentlemen:

Attached hereto is a copy of a letter from Robinson, Morse & Landerholm, concerning alleged damages to vehicles by painting operations on the Interstate Bridge between Vancouver and Portland. Since the Runnels Company, against whom the claims are made, is your subcontractor, I am forwarding the letter so that you can take such steps as necessary to adjust the matter.

Very truly yours,

W. C. Williams
State Highway Engineer

By

G. S. Paxson
Assistant State Highway Engineer

GSP:gm
Attach.
cc Mr. W. A. Bugge
Mr. W. C. Williams

COMMISSIONERS

ERNEST A. COWELL, CHAIRMAN
SUMNER

H. E. MORGAN
LONGVIEW

O. E. STONE
SPOKANE

R. A. MOISIO
TACOMA

ERNEST J. KETCHAM
SEATTLE

LORENZ GOETZ, SECRETARY
OLYMPIA

STATE OF WASHINGTON
ALBERT D. ROSELLINI, GOVERNOR

WASHINGTON
STATE HIGHWAY COMMISSION
DEPARTMENT OF HIGHWAYS

W. A. BUGGE, DIRECTOR
TRANSPORTATION BUILDING
OLYMPIA

DISTRICT OFFICES

NO. 1 SEATTLE 8
6431 CORSON AVE.

NO. 2 WENATCHEE
P. O. BOX 98

NO. 3 OLYMPIA
P. O. BOX 327

NO. 4 VANCOUVER
4500 MAIN STREET

NO. 5 YAKIMA
P. O. BOX 52

NO. 6 SPOKANE 21
N. 2620 MAYFAIR ST.

NO. 7 SEATTLE 4
490 SPOKANE ST.

July 9, 1958

Mr. W. C. Williams
State Highway Engineer
Oregon State Highway Department
Salem, Oregon

Interstate Bridge

Dear Sir:

We are attaching for your action a letter from the law office of Robinson, Morse & Landerholm of Vancouver, Washington, concerning paint damage claims as a result of painting the Interstate Bridge between Vancouver and Portland.

Yours very truly,

W. A. BUGGE
Director of Highways

George Stevens

By: GEORGE STEVENS
Bridge Engineer

WAB:d
CCN

Attach.

cc: W. A. Bugge
Robinson, Morse & Landerholm

RECEIVED
JUL 10 ...
OREGON
STATE HIGHWAY COMMISSION

LAW OFFICES
ROBINSON, MORSE & LANDERHOLM
1111 BROADWAY
VANCOUVER, WASHINGTON

WALTER H. ROBINSON
JOHN E. MORSE
IRWIN C. LANDERHOLM
STEVEN A. MEMOVICH

TELEPHONE
OXFORD 8-3697

July 8, 1958

Department of Highways
Olympia,
Washington

Gentlemen:

This office represents around 150 claimants for paint loss damage incurred by reason of the activities of Runnels Company on painting the Interstate Bridge between Vancouver and Oregon this spring.

These claims total between $3,000.00 and $4,000.00.

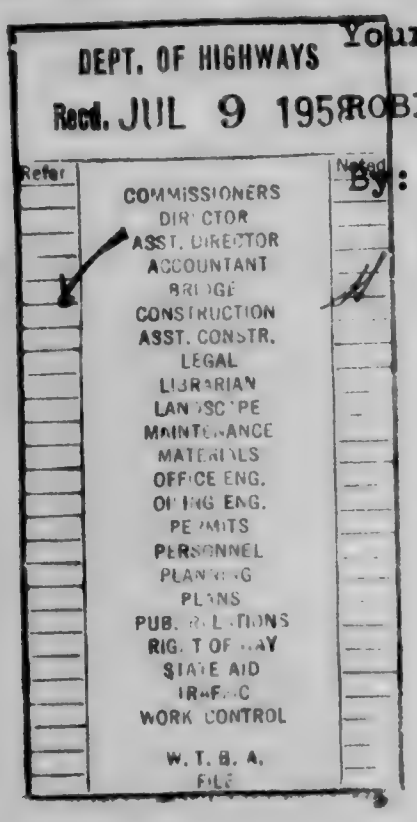
Do you have anything in your contract with Runnels Company which would protect these claimants? Also, has Runnels Company deposited any money with the State or insurance policies which would protect the State or Runnels or anyone else against liability for this type of activity?

Yours truly,

ROBINSON, MORSE & LANDERHOLM

By: J. E. Morse

JEM/gd



RECEIVED
JUL 11 1958
FOR FILING

7971

4653

July 14, 1958

Robinson, Morse & Landerholm
1111 Broadway
Vancouver, Washington

Attention: Mr. John E. Morse

Gentlemen:

Reference is made to your letter of July 8 addressed to the Department of Highways at Olympia, Washington, and concerning damage to vehicles by paint on the Interstate Bridge project between Portland and Vancouver.

The Runnels Company, which did the painting on this project, is a subcontractor of the Guy F. Atkinson Company. The Atkinson Company is under bond to cover damages caused by its operations. I am forwarding a copy of your letter to the Company asking that it take whatever steps are necessary in connection with these claims.

Very truly yours,

W. C. Williams
State Highway Engineer

By

G. S. Paxson
Assistant State Highway Engineer

GSP:gm

cc Mr. W. A. Bugge

Guy F. Atkinson Company

Mr. W. C. Williams

FORM E-123

RECEIVED
JUL 7 - 1958
FILING

COMMISSIONERS
CHAS. H. REYNOLDS, CHAIRMAN
LA GRANDE
M. K. McIVER, MEMBER
PORTLAND
ROBERT B. CHESSMAN, MEMBER
ASTORIA
H. B. GLAISYER, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

W. C. WILLIAMS
STATE HIGHWAY ENGINEER
FORREST COOPER
DEPUTY STATE HWY. ENGR.
LEONARD I. LINDAS
COUNSEL

July 7, 1958

(This letter sent to navigation interests as per list furnished by the District Engineer, Corps of Engineers, Portland, Oregon, under date of April 29, 1958.

This is to advise that the lift span of the Interstate Bridge over the Columbia River between Portland, Oregon, and Vancouver, Washington, will not be opened to pass shipping between the hours of 7 a.m. and 8 a.m. and the hours of 4 p.m. and 5:30 p.m. each day from and including July 15 to July 29, 1958. Consent of the District Engineer, U. S. Corps of Engineers, for such closure, subject to proper notification of navigation interests, has been obtained.

The closure of the lift span is for the purpose of constructing the approaches to the new structure at the Vancouver end of the project.

Very truly yours,

W. C. Williams
State Highway Engineer

By

G. S. Paxson
Assistant State Highway Engineer

GSP:gm
cc The District Engineer
Corps of Engineers
Portland, Oregon

Mr. W. A. Bugge, Director
Washington Department of Highways
Olympia, Washington

Mr. William Bailey, District Engineer
Washington Department of Highways
Vancouver, Washington

Mr. J. Harris
Washington Department of Highways
c/o Mr. Marshall Dresser
12300 N. Union Avenue
Portland 11, Oregon

Mr. Ivan D. Merchant
Mr. A. G. Skelton
Mr. Marshall Dresser

RECEIVED
JUL 2 - 1958
FOR FILING

1971

4653

INTERSTATE BRIDGE DEDICATION
July 1, 1958

I. Gun Salute, "A" Battery, 387th Field Artillery Battalion

II. Band, 4th Infantry, Headquarters Division, Fort Lewis, Washington

III. Introductions:

A. Mr. John M. Fulton, Vice President, Portland Chamber of Commerce

B. Colonel James T. Darrah, Commanding Officer, Oregon Sector, 10th U.S. Army Corps (Reserves) Headquarters, Vancouver, Washington

C. Colonel Eugene Cushing, Commanding Officer, 104th Infantry Division

D. William A. Bailey, Resident Engineer, Washington State Highway Commission

E. James Worthington, Chairman, Board of Clark County Commissioners

F. Ed Firstenburg, Vice President, Vancouver Chamber of Commerce

G. Elmer Howard, Vice President, Vancouver Chamber of Commerce

H. Raymond L. Bachman, Chairman, Vancouver Chamber of Commerce Roads and Highways Committee

I. Dale Mansfield, Chairman, Vancouver Chamber of Commerce Publicity and Public Relations Committee

J. Miss Dorothy Carlson, Vice Chairman, Vancouver Chamber of Commerce Publicity and Public Relations Committee

IV. Band Music

V. Addressees:

A. Honorable Terry Schrunk, Mayor, City of Portland, Oregon

B. Honorable Irving Jensen, Mayor, City of Vancouver, Washington

C. Mr. O. R. Dismore, Assistant Highway Engineer, State of Washington

D. Mr. W. C. Williams, Highway Engineer, State of Oregon

VI. Band Music

VII. Addressees by:

A. Mr. Julius Jensen, Washington State Industrial Development Commission,

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B. Colonel James T. Darrah, Commanding Officer, Oregon Sector, 10th U.S. Army Corps (Reserves) Headquarters, Vancouver, Washington

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C. Mr. O. R. Dismore, Assistant Highway Engineer, State of Washington

D. Mr. W. C. Williams, Highway Engineer, State of Oregon

VI. Band Music

VII. Addresses by:

A. Mr. Julius Jensen, Washington State Industrial Development Commission, representing Honorable Robert D. Holmes, Governor, State of Oregon

B. Francis Pearson, Public Service Commissioner of Washington, representing the Honorable Albert D. Rosellini, State of Washington

VIII. Dedication ceremonies

A. Mrs. Helen E. Kiggins McAleer

B. Mrs. Eleanore Holman Burkitt

IX. Band Music

Existing contracts -

Interstate (West) Bridge and Columbia Slough	See Sheet 1
Interstate (East) Bridge Reconstruction	" " 2
Oregon Slough-Interstate Grading	" " 3
Washington Approach (Est. $100,000)	

Future contracts -

	Est. Cost
Toll Plaza	$ 250,000
Oregon Slough-Interstate Lighting	70,000
" " " Landscaping	17,000

For Interstate Bridge Dedication
Vancouver, Washington
July 1, 1958

Interstate (West) Bridge over Columbia River (Total length 3532')
and Oregon Slough Revisions (Total length 1294')

Contractor - Guy F. Atkinson, San Francisco, California

Estimated final contract price - $6,815,000.00

Work started - April 23, 1956

Estimated completion date -

Open to traffic	July 1, 1958
Complete	July 31, 1958

Principal quantities of work -

Excavation		22,000 cu. yds.
Piling -		
Number	(Timber)	2,310
Length		120,200 ft.
Miles		22.77
Concrete		28,800 cu. yds.
Metal reinforcing		2,500,000 lbs.
Structural steel -		
Carbon		5,900,000 lbs.
Low alloy		5,330,000 lbs.
Machinery Electrical Equipment and Lighting)		$ 505,000.00
Labor -		
Hours		790,000
Dollars		2,250,000

Interstate (East) Bridge over Columbia River - Reconstruction
(Total length 3532')

Contractor - General Construction Co., Portland, Oregon

Estimated final contract price - $2,994,000.00

Work started - June 16, 1958

Estimated date of completion - December 31, 1959

Principal quantities -

Excavation	6,980 cu. yds.
Piling -	
Number	470
Length	23,900 ft.
Miles	4.53
Concrete	10,135 cu. yds.
Metal reinforcing	828,000 lbs.
Structural steel -	
Carbon	769,800 lbs.
Low alloy	1,070,500 lbs.
Machinery, Electrical Equipment and Lighting)	$ 440,000.00
Labor -	
Hours	420,000
Dollars	1,260,000

Interstate-Oregon Slough, grading and paving

Contractor - Warren Northwest, Inc., Portland, Oregon

Estimated final contract price - $246,500.00

Work started - September 16, 1957

Estimated date of completion - July 15, 1958

Principal quantities -

Clearing and removal of miscellaneous curbs and pavement	$ 8,900.00
Embankment	42,000 cu. yds.
Drain tile and sewer pipe	5,800 ft.
Concrete in curbs, walks, islands and retaining walls	1,500 cu. yds.
Crushed material	16,000 cu. yds.
Asphaltic concrete	5,800 tons
Concrete in structure	410 cu. yds.
Reinforcing in structure	80,000 lbs.
Labor -	
Hours	27,000
Dollars	82,000

RECEIVED
JUL 1 - 1958
FOR FILING

4653

June 30, 1958

Mr. Terry Solvang
1581 Northwest Road
Bellingham, Washington

Dear Mr. Solvang:

The Guy F. Atkinson Company, P. O. Box 158, North Portland, Oregon, is the contractor for the new Interstate Bridge between Portland and Vancouver. This company is responsible for any damage done by its operations and I would suggest that you present your claim to the Atkinson Company or have your insurance company do so.

Very truly yours,

W. C. Williams
State Highway Engineer

By

C. S. Paxson
Assistant State Highway Engineer

CSPigs

cc Mr. D. B. Hodges, Secretary
Washington Toll Bridge Authority
Transportation Building
Olympia, Washington

Mr. W. C. Williams

COPY

ALBERT D. ROSELLINI, Governor
Chairman of Authority
CLIFF YELLE, State Auditor
FRANCIS PEARSON, Chairman
Public Service Commission
ERNEST A. COWELL, Chairman
State Highway Commission
LLOYD K. NELSON, Director
Department of General Administration

STATE OF WASHINGTON

W. A. BUGGE, Director of Highways
Ex Officio Member
D. B. HEDGES
Executive Secretary of Authority

WASHINGTON TOLL BRIDGE AUTHORITY

TRANSPORTATION BUILDING
OLYMPIA, WASHINGTON

June 26, 1958

Mr. Terry Solvang
1581 Northwest Road
Bellingham, Washington

Dear Mr. Solvang:

I have for acknowledgment your recent letter advising that paint was accumulated on your car while you were crossing the Columbia River Bridge between Vancouver, Washington and Portland, Oregon.

Inasmuch as the contract for the construction of the facility is being handled by the Oregon State Highway Department, I am taking the privilege of forwarding your letter to the subject agency for proper handling.

I am sure you will hear from the Oregon Department on this matter in the immediate future.

Very truly yours,

WASHINGTON TOLL BRIDGE AUTHORITY

By: D. B. HEDGES
Executive Secretary

DBH:hm
cc: Oregon State Highway Department
Attention: Mr. Glen Paxson

RECEIVED
JUN 30 1958
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
JUN 30 1958
OFFICE OF
STATE HIGHWAY ENGINEER

1581 NORTHWEST RD.
BELLINGHAM, WASH.
JUNE 24, 1958

DEPT. of HIGHWAYS
OLYMPIA, WN.

TO whom it may concern:

DEAR SIRS;

UNDER INSTRUCTIONS FROM MY INSURANCE COMPANY, I AM SEEKING INFORMATION AS A RESULT OF A CLAIM THAT I HAVE FILED.

ON THE AFTERNOON OF JUNE 4TH, I WAS CROSSING THE BRIDGE SPANNING THE COLUMBIA RIVER ON HIGHWAY 99 JUST OUTSIDE PORTLAND, OREGON. THERE WAS SPRAY PAINTING BEING DONE ON A NEW BRIDGE BEING CONSTRUCTED PARALLEL TO THE ONE I WAS ON. AS A RESULT, I PICKED UP A QUANITY OF PAINT SPOTS ON MY CAR. I FAILED TO NOTICE WHO WAS DOING THE WORK, WHETHER A PRIVATE CONTRACTOR OR STATE.

MY INSURANCE COMPANY HAS INSTRUCTED ME TO WRITE TO YOUR DEPARTMENT FOR THE INFORMATION I NEED AS TO THE CONTRACTOR AND/OR HIS INSURANCE COMPANY.

I WOULD APPRECIATE A QUICK RESPONSE FROM YOU SO THAT MY CLAIM CAN BE TAKEN CARE OF AS SOON AS POSSIBLE.

MY INSURANCE COMPANY IS; TEMPERANCE INSURANCE EXCHANGE,
P.O. BOX NO. 638; WALLA, WALLA, WN.

AND IS HANDLED LOCALLY BY; STUURMANS' REAL ESTATE & INSURANCE
308C WEST CHAMPION ST.
BELLINGHAM, WASH.

DIVISION OF TOLL FACILITIES
Recd. JUN 26 1958
Refer | W. T. B. A. | Notes
DIRECTOR
ENGINEER
EXECUTIVE SECRETARY
ACCOUNTANT

THANK YOU VERY MUCH,
SINCERELY,

TERRY SOLVANG
1581 NORTHWEST RD.
BELLINGHAM, WASH.

San Francisco, Calif.

The Fidelity & Casualty Co. of New York, San Francisco Branch Office
[illegible] Pine St., San Francisco 11, Calif.

RECEIVED
JUN 27 1958
FOR FILING

7171

4-3

June 26, 1958

McGill & Clarke, Attorneys at Law
Junor Building
S. E. Belmont at Grand Ave.
Portland 14, Oregon

Attn.: Richard T. Clarke

Gentlemen:

Guy F. Atkinson Company, 10 West Orange Avenue, South, San Francisco, California, holds the principal contract for construction of the Interstate and Oregon Slough Bridges across the Columbia River between Portland and Vancouver. The entire contract has been let to the Atkinson Company and painting of the structure, if not performed by the Atkinson Company, is being performed by subcontractors.

We have no way of knowing whether the spray damage occurred in Washington or Oregon.

The State looks to the principal contractor for satisfactory completion of the contract and claims against the contract are considered as against the principal contractor. In many cases, however, the subcontracts are required by the principal contractor to furnish bond.

The performance bond on this Contract No. 4653 was furnished by The Fidelity & Deposit Company of Maryland, through Robert B. Cumming, Manager, 900 Failing Building, Portland 4.

It may be that the paint damage claims to which you refer would be covered by the contractor's liability insurance. We suggest that you contact the Guy F. Atkinson Company.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

Encs.

cc: Guy F. Atkinson Co.
10 West Orange Ave., South
San Francisco, Calif.

The Fidelity & Casualty Co. of New York, San Francisco Branch Office
160 Pine St., San Francisco 11, Calif.

ALFRED T. McGILL
RICHARD T. CLARKE

ROBERT E. KNAPP

McGILL & CLARKE
ATTORNEYS AT LAW
Junor Building
S. E. Belmont at Grand Ave.
Portland 14, Oregon

BElmont 2-8197

June 20, 1958

State Highway Commission
Capitol Building
Salem, Oregon

Gentlemen:

This office has been requested to investigate a number of accident cases arising from paint spray falling on vehicles. Our client is State Farm Mutual Insurance Company and we have learned that the painter using the name of Runnels Industries, Inc., or Runnels Paint Company, had a contract with the General Contractor for the work being done on the new Interstate Bridge.

We would appreciate it if you would advise us concerning the situation with respect to the Interstate Bridge in this instance. Does Runnels Industries, Inc. or Runnels Paint Company, Inc. have a contract direct with the State of Oregon for paint work, or is it a sub-contractor of the general contractor, which we understand to be Adkins Company.

Further, I presume that you have heard of the numerous spray paint claims which are being made and possibly you could advise us as to the Highway Commission's point of view with respect to whether these claims occurred in Washington or in Oregon.

Any information you can give us concerning this situation will be most appreciated.

Yours very truly,

McGILL & CLARKE

Richard T. Clarke

RTC:bk

RECEIVED
JUN 23 1958
OREGON
STATE HIGHWAY COMMISSION

REFERRED TO
BY SECRETARY

RECEIVED
JUN 11 1958
FOR FILING
1971
1653

Salem, Oregon
June 23, 1958

Mr. Tom Edwards
Construction Engineer
O F F I C E

Sewer Line
Peninsula Drainage District
No. 1 west of Oregon Slough
Bridge

We have received a permit approved by the Peninsula Drainage District No. 1 and the U. S. Engineers for the installation of a storm sewer in accordance with the plans submitted by Mr. Don dated May 1958. The approved copy of this permit is in the main office file.

The U. S. Engineers require that they be notified at least three days prior to the backfilling of the sewer in order that their representative may be present to inspect the work. They can be contacted by calling CA 7-7681, Ext. 350.

G. S. Paxson
Assistant State Highway Engineer

GSP:fn

cc Mr. W. C. Williams
Mr. A. G. Skelton

RECEIVED
JUN 11 1958
FOR FILING
7471

Salem, Oregon
June 23, 1958

Mr. Tom Edwards
Construction Engineer
O F F I C E

Sewer Line
Peninsula Drainage District
No. 1 west of Oregon Slough
Bridge

We have received a permit approved by the Peninsula Drainage District No. 1 and the U. S. Engineers for the installation of a storm sewer in accordance with the plans submitted by Mr. Don dated May 1958. The approved copy of this permit is in the main office file.

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G. S. Paxson
Assistant State Highway Engineer

GSP:fm

cc Mr. W. C. Williams
Mr. A. G. Skelton

PENINSULA DRAINAGE DISTRICT NUMBER ONE

NORTH PORTLAND, OREGON

June 20, 1958

State of Oregon
State Highway Department
Salem, Oregon

Attention: G. S. Paxson
Assistant State Highway Engineer

Dear Mr. Paxson:

Enclosed herewith is one approved set of plans covering the installation of the sewer through our levee.

Yours truly,

A. A. Tina

President

AAT:sfh

Enclosure

RECEIVED
JUN 23 1958
OREGON
STATE HIGHWAY COMMISSION

MPTCW-8

June 12, 1958

Board of Supervisors
Peninsula Drainage District No. 1
North Portland, Oregon

ATTENTION: Mr. A. A. Tims, President

Gentlemen:

Reference is made to your letter dated June 10, 1958, inclosing five prints each of two sketches for the installation of a 12-inch diameter drain through the levee at the northeast corner of your district by the Oregon State Highway Department.

The installation is approved as shown on the sketches and two prints each of the approved sketches are inclosed.

It is requested that this office be notified at least three days prior to backfilling the drain, in order that a representative of this office may be present to inspect the work. In order to minimize possible delay in making the inspection, it is suggested that you call CA 7-7681, extension 350, Portland, Oregon.

please note

Very truly yours,

1 Encl. (dupe)
Sets above-mentioned sketches

BEN L. PETERSON
Chief, Engineering Division

RECEIVED
JUN
OREGON
STATE HIGHWAY COMMISSION

n Sewer

Sw. Mary
1 old Pav't
8° C.R.
Δ = 31° 22½'
T = 201.2'

Const. Catch Inlet
FL 221

Remove Exist. Catch Basin
Plug Outlet to Kernan Sewer

43 Ft. R.Z.

Const. 8" C.L.

T = 154.2
(Also 1 old Pav't)

Install 200' 8" Conc. S.P.

879+82 P.R.C. Mark & (Also 1 old Pav't)

879+82 P.R.C. Mark & (180+27.6 POC & 1 old Sw. Pav't)

Remove Exist. Catch Basin
Plug Outlet to Kernan Sewer

179+012 P.T. & old P/M

179+160 P.T. & old P/M

FL 253

Existing M.H.
25' Rt. S.R. 109+30

Existing 12" Conc. S.P.

Swift-Vancouver
T = 67° C.R.
TA = 15° 39½'
Ti = 1538
Ts = 1077
100' Spiral
S = 43½'
θ = 7.45

Const. Catch Inlet
FL 232

N

OREGON STATE HIGHWAY DEPARTMENT
SKETCH MAP PROPOSED DRAINAGE
SWIFT HIGHWAY
SCALE 1"=30' MAY 1958
JAMES DON, RESIDENT ENGINEER

Proposed New Sewer
Abandon Sewer
Proposed Easement

FL 198
Dike Easement
FL 202
R/W line
10'
10'
2700' N55°46'W-3438
Install 124'ft
12" Corrugated Metal Pipe
APPROACH ROAD
ft Hwy Sta 147+1305 RDST
er Sta. 0+62.38
S 56°30½' E
Old Dike Line Sta 6+80.04
Sewer Sta 0+60.54
Old Dike Line
FL 200
8" Conc S.P.12"
N55°27'W
91°48'
78°16'
Const. Catch Inlet
FL 232
Remove Exist Catch Basin
Plug Outlet to Kernan Sewer
15' Traffic Separator
Const. Type A. Conc. M.H
R/W line
Easement line
FL 219
Install 160' 12" Conc. S.P.
Install 43 Ft. 8" Conc. S.P.
Kernan Sewer
Sw Mon'y & old Mon't
8° C.R
Δ = 31°22½'
T = 2018'
Const. Catch Inlet
FL 221
Remove Exist. Catch Basin
Plug Outlet to Kernan Sewer
T = 1542
(o/s. & old Mon't)
Install 200' 8" Conc S.P.
Existing M.H.
25' Rt. SR 109+30
Existing 12" Conc. S.P.
Swift-Vancouver
T = 27° C.R
TA = 15°39½'
T1 = 1538
T2 = 1077
100' Spiral
S = 3°43½'
0 = 7.45
Const. Catch Inlet
FL 232
Remove Exist Catch Basin
Plug Outlet to Kernan Sewer
ORIGINAL
VANCOUVER
5 Stairway

Proposed 20' Construction & Maintenance Easement for 12" Corrugated Metal Pipe Frank J. Kernan Property

Const Type B Mod. MH Install Slide Type Tide Gate in Manhole

Orig Tax Lot Line

Old Dike Line

Old Sewer

Denver - Swift
10° 40' CR
TA = 16° 17½
Ts1 = 1242
Ts2 = 797
100 Spiral
S = 5° 20'
α = 10°

Sta 87+47.7 End of Curve Swift (10' Rt. of Main ℄)

Sta 87+48.2 P.R.C. Main ℄

Swift (10' Rt. of Main ℄)

Stairway

ORIGINAL

VANCOUVI

FL 198

Dike Easement

FL 208

R/W line

10'

10'

2700' N55°46'W - 94.38

Install 124 ft Corrugated Metal Pipe

APPROACH ROAD

Sta 147+13.05 POST

Ang. 0+62.39

S 56° 30½' E

Old Dike Line Sta 6+80.04

Sewer Sta 0+60.34

Old Dike Line

FL 220

N55°27'W

Const. Catch Inlet FL 232

15" Trafit Separator

Const. Type A. Conc. M.H

Remove Exist Catch Basin

Outlet to Kernan Sewer

FL 219

R/W line

Easement line

Install 160' 12" Conc. S.P.

Install 43 Ft. 8" Conc. S.P.

FL 283

Sewer

SW Main

5403' C

155.9' C

20°CL
Δ = 7°01½'
T = 1759

F.J. Kernan Property
Book 1447 Page 60

Const Type B Mod. MH
Install Slide Type
Tide Gate in Manhole

Proposed 20' Construction
& Maintenance Easement for
12" Corrugated Metal Pipe
Frank J. Kernan Property

R = 17'
Δ = 105°00
T = 22.15

Consld Dike

FL 19.8
Dike Easement
FL 20.2
R/W line
10'
10'
2700' N55°46'W - 343.8'

Install 124'-1" ft
12" Corrugated Metal Pipe

APPROACH ROAD

Old Dike Line Sta 6+80.04
Sewer Sta 0+60.34

Old Dike Line
Sewer Sta 0+62.30
Old Port Swift Hwy Sta 147+13.05 POST

247' ± Conduit

N55°27'W

Const. Catch Inlet
FL 23.2

Remove Exist Catch Basin
Plug Outlet to Kernan Sewer

Const. Type A. Conc. M.H

FL 21.8

R/W line

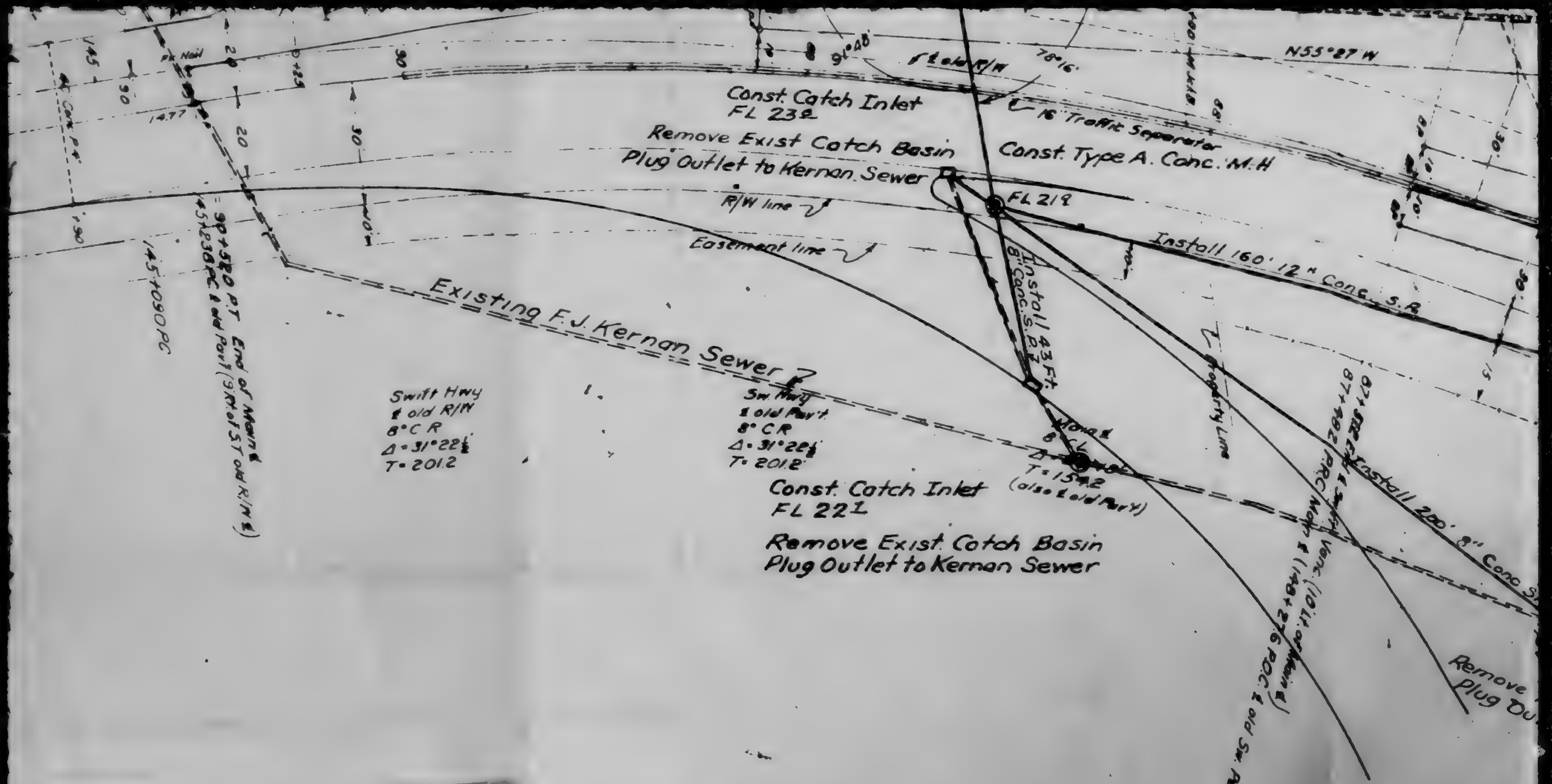
Easement line

Existing F.J. Kernan Sewer

Install 43 Ft.
8" Conc. S.P.

Install 160' 12" Conc. S.P.

145+10.90 P.C.

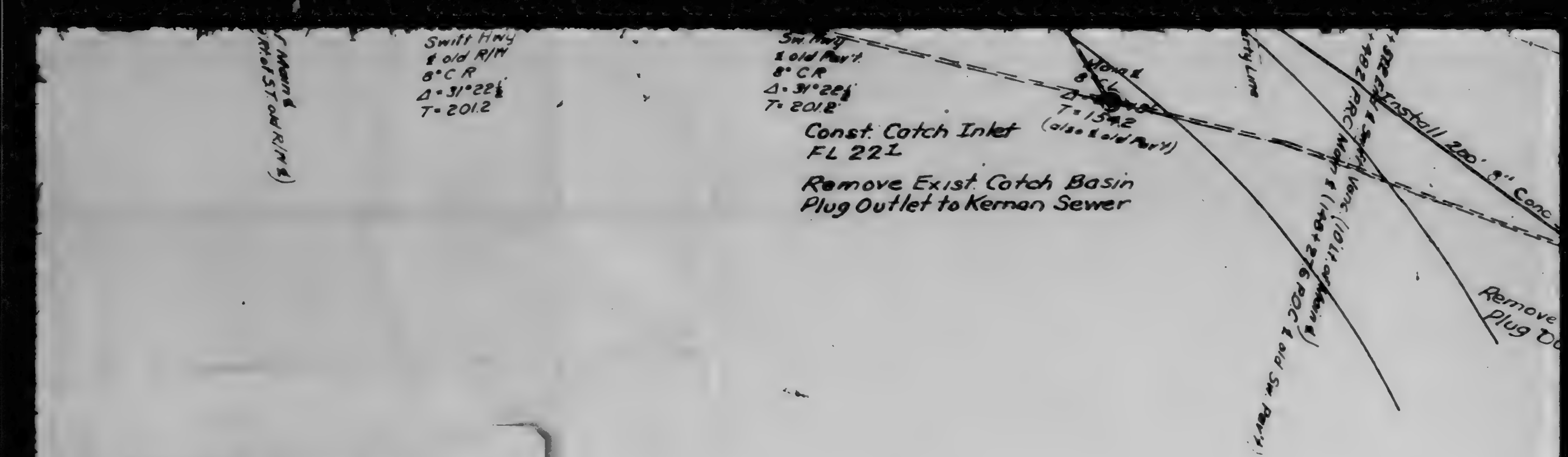


Approved by Peninsula Drainage
rict No. 1 if approved by U. S. Army
neers.

C. A. Jones
President

d June 10, 1958

OREGON STATE HIGHWAY DEPARTMENT
SKETCH MAP PROPOSED DRAINAGE
SWIFT HIGHWAY
SCALE 1"=30' MAY 1958
JAMES DON, RESIDENT ENGINEER



Approved by Peninsula Drainage
trict No. 1 if approved by U. S. Army
ineers.

Wm. Sims
President

ed June 10, 1958

CORPS OF ENGINEERS. U. S. ARMY
PORTLAND DISTRICT

Submitted: Fred C. Ingram
Engineer

APPROVED: Ben L. Peluso
Colonel, Corps of Engineers
For: District Engineer

Date: 12 June 58

OREGON STATE HIGHWAY DEPARTMENT
SKETCH MAP PROPOSED DRAINAGE
SWIFT HIGHWAY
SCALE 1"=30' MAY 1958
JAMES DON, RESIDENT ENGINEER

Proposed New Sewer
Abandon Sewer
Proposed Easement

T. End of Main & Old Part (9 Ft. of S.T. old R/W's)

50 PC

Swift Hwy & old R/W 8° C R Δ - 31° 22½' T - 201.2

T. J. Kernan Sewer

Sw. Hwy & old Part 8° C R Δ - 31° 22½' T - 201.2

Const. Catch Inlet FL 22L

Remove Exist. Co... Plug Outlet to Kerna...

Approved by Peninsula Drainage District No. 1 if approved by U. S. Army Engineers.

A. A. Sims
President

Dated June 10, 1958

CORPS OF ENGINEERS, U. S. ARMY
PORTLAND DISTRICT

Submitted: Fred C. Ingram
Engineer

APPROVED: Ben L. Peluso
Colonel, Corps of Engineers
For: District Engineer

Date: 12 June 58

ORE...
SKE...

SCAL...

20°CL
Δ = 7°01½'
T = 1759

F.J. Kernan Property
Book 1447 Page 60

Const Type B Mod. M
Install Slide Type
Tide Gate in Manho

R=17'
Δ=105°00
T=22.15

Const'd Dike

S46°38½'E 400

Existing Top of Dike

Old Dike Line

S49°29'E

Old Part Swift Hwy Sta 147+30.5 POST
Sewer Sta. 0+62.39

APPROACH ROAD

Install 124'+ft
12" Corrugated Metal Pipe

FL 19±

Dike Easement

FL 20±

R/W line

10'

2700' N

247'± Conduit

Inst 6" CI P

0+15

0+00

Const. Catch Inlet
FL 23±

Remove Exist Catch Basin
Plug Outlet to Kernan Sewer

R/W line

Easement line

S66°38½'E
± old R/W
N66°38½'W
± Pavement

Cont. P.I.

1477

145+10 90 PC

20

30

29

Existing F.J. Kernan Sewer

9P+32.0 PT. End of Mount
145+38 PC ± old Port (9 Rt. of S.T. old R/W ±)

Swift Hwy
± old R/W
8° C R
Δ = 31°22½'
T = 201.2

Swift Hwy
± old Pav't.
8° C R
Δ = 31°22½'
T = 201.2

Const. Catch Inlet
FL 22±

Remove Exist. Cate
Plug Outlet to Kerna

20°CL
Δ=7°01½'
T=1759

Const Type B Mod. MH
Install Slide Type
Tide Gate in Manhole

F.J. Kernan Property
Book 1447 Page 60

R=17'
Δ=105°00'
T=2215

Constd Dike

Existing Top of Dike

Old Dike Line

Old Part Swift Hwy Sta 147+30 PRST
Sewer Sta. 0+62.38

Install 124'ft
12" Corrugated Metal Pipe

APPROACH ROAD

FL 19.2
Dike Easement
FL 20.2
R/W line
10'
2700' N55°

S49°29'E

S66°38½'E
℄ old R/W
N66°38½'W
℄ Pavement

Const Catch Inlet
FL 23.2

Remove Exist Catch Basin
Plug Outlet to Kernan Sewer

R/W line

Easement line

Existing F.J. Ke

Install 8" Conc. S.P.

Construct Type B Modified Manhole 4'X4'X4'

Install Slide Type Tide Gate in Manhole
Armco Model 101 or Equivalent
Handwheel Control Elevation to be at
Elevation of Top of Dike.

Elev. Water 001 3:00 PM May 1, 1958

80 1+00 10 20 30 40 50

Install Windmill Type Bracing
Set in Concrete

tal Diaphram Type Seepage Blocks

tal Pipe

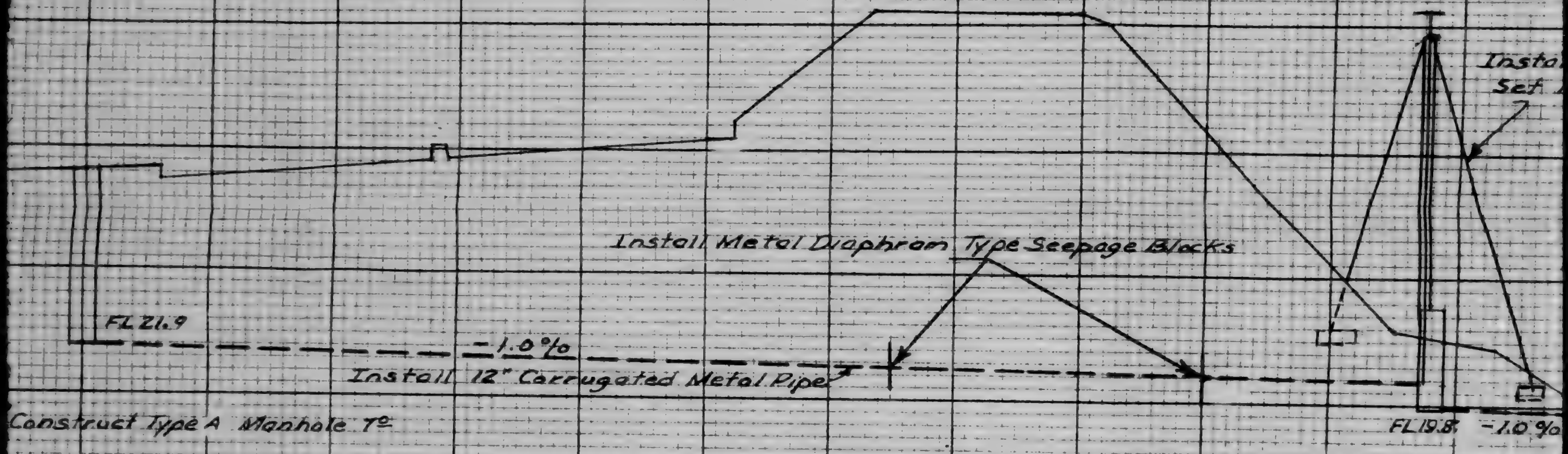
FL 19.8

-1.0 %

Construct Type B Modified Manhole 4'X4'X4'

Install Slide Type Tide Gate in Manhole
Armco Model 101 or Equivalent
Handwheel Control Elevation to be at
Elevation of Top of Dike.

Elev. Water 00 1 3.00 PM May 1, 1958



Construct Type B Modified Manhole 4

Install Slide Type Tide Gate in Manh
Armco Model 101 or Equivalent
Handwheel Control Elevation to be a
Elevation of Top of Dike

40

35

30

25

20

15

10

5

0

FL 21.9

-1.0%

Construct Type A Manhole To

Install 12" Carrugat

WAY DEPARTMENT

STORM DRAINAGE

IGHWAY

MAY 1958

DATUM

OREGON STATE HIGHWAY DEPARTMENT

PROFILE PROPOSED STORM DRAINAGE
SWIET HIGHWAY

JAMES DON, RES. ENGR.

MAY 1958

U.S.C. & G.S. DATUM

FORM E-20X—97,000—8-57—1477

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
June 20, 1958

SUBJECT:

To: Mr. G. S. Paxson
Assistant State Highway Engineer
D E P A R T M E N T

Assuming that the new Interstate bridge will be open to traffic on July 1, I plan to stripe it on June 26. The tie in at the Washington end which involves quite a severe curve, I assume will be done by the Washington Department, after the bridge is open to traffic.

I have ordered a special traffic paint known as "Tenline", which I have used on several detour sections the past two years, and it can be removed with a special caustic solution when the time comes to change from the 4 lane set up to 3 lanes. This paint is not as durable as our standard paint and it may be necessary to renew it several times in the one and one half year period we assume it will be operated as a 4 lane layout.

I have contemplated on using 3" x 6" mastic markers spaced 4' centers to delineate the lane lines, but when we used a clear adhesive on a sample section on the bridge, it softened the mastic to the point that they might disintegrate under traffic, so it was thought best to go to paint, though in the long run it may be a little more expensive.

RECEIVED
JUN 20 1958
OFFICE OF
STATE HIGHWAY ENGINEER

W. O. Widdows
Assistant Maintenance Engineer

WOW:nk

cc: P. M. Stephenson ✓
I. A. DeFrance
Marshall Dresser

NOTED
P. M. STEPHENSON

RECEIVED
MAY 29 1958
FOR FILING

1111

461

Salem, Oregon
May 28, 1958

Striping of lanes - Portland-
Vancouver Interstate Bridge

Mr. W. O. Widdows
Sign Engineer

The new Interstate Bridge between Portland and Vancouver will be opened to traffic July 1, with a possibility that we may open it a week or ten days earlier than this if the painting can be completed.

This structure must operate as a four-lane bridge--two lanes in each direction--for at least 1½ years, after which it will revert to three-lane operation, southbound. It will be necessary that we stripe this structure for four-lane operation prior to the opening to traffic. Some thought should be given as to the type of paint to be used as we will want to obliterate the four-lane marking at the end of this 1½-year period. Will you please arrange to have the striping done before the opening to traffic, charging the costs to the Interstate Bridge project.

G. S. Paxson
Asst. State Highway Engineer

GSP:gm

cc Mr. W. A. Bugge
Mr. D. B. Hodges
Mr. W. C. Williams
Mr. Ivan D. Merchant
Mr. Marshall Dresser

RECEIVED
MAY 20 1958
FOR FILING

1711

4653

May 20, 1958

Lt. Robert P. Radakovich
U. S. Air Force
2006 Olympia Way
Longview, Wn.

Dear Sir:

This is to acknowledge your postcard dated May 12, advising that on May 7, 1958, your car was sprayed with orange paint while crossing the Interstate Bridge between Portland, Oregon, and Vancouver, Washington.

The principal contractor on this job is Guy F. Atkinson Company, 10 West Orange Avenue, South San Francisco, California. We do not know who the subcontractor is on the painting operation but we suggest that you present your claim to the Guy F. Atkinson Company.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

Contract #4653

CC: Guy F. Atkinson Company
10 West Orange Avenue
South San Francisco, California

FAQ:fp

May 12, 1958

Dear Sirs:

On May 7th 1958 while driving across the Interstate bridge my car was sprayed with orange paint from the crews spraying the bridge.

Please advise me whom to contact so that I may file claim.

Thank you.

Lt. Robert P. Radakovich
United States Air Force
2006 Olympia Way
Longview, Washington

RECEIVED
JUN 10 1958
FOR FILING

7171

4657

Motor carrier files

4-7 mc 2652

May 13, 1958

Mr. Walter E. James
2522 N. E. 14th
Portland, Oregon

Dear Sir:

We have your letter received May 12 stating that your car had been damaged by paint spray from operations of painters working on the new Interstate Bridge between Portland, Oregon, and Vancouver, Washington.

The general contractor on this bridge is Guy F. Atkinson Co., 10 West Orange Ave., South San Francisco, California. We do not know what insurance the Atkinson Company has for public liability insurance but the Fidelity and Deposit Company of Maryland, through Robert B. Cumming, 900 Failing Building, Portland 4, furnished the performance bond for this contract.

We suggest that you contact the contractor.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

CC:
Guy F. Atkinson Co.
10 West Orange Ave.
South San Francisco, Calif.

Fidelity and Deposit Company of Maryland
900 Failing Building
Portland 4, Oregon
Attn: Mr. Robert B. Cumming

FAQ:fp

NOTED ON CARD

Gentlemen:

I reside in Portland, Oregon and work in Vancouver, Wash. and cross the Interstate Bridge twice daily. The overspray from the painters painting the new bridge has completely marked my car up and has damaged the glaze job.

Kindly send me the forms to have this taken care of.

Thanking you in advance for your prompt consideration in this matter, I remain

Sincerely yours,

Walter E. James

Mr. Walter E. James
2522 N. E. 15th
Portland, Oregon

N.E. 14?

RECEIVED
MAY 12 1958
OREGON
STATE HIGHWAY COMMISSION

REFERRED TO
Gurney
Answer reply

NOTED ON CARD

RECEIVED
MAY 14 1958
FOR FILING

1221

1165

May 13, 1958

American Insurance Group
Portland Branch Office
1220 S. W. Columbia Street
Portland 1, Oregon

Attention: Mr. Daniel F. Higgins
Claims Representative

Contract 4653

Gentlemen:

Guy F. Atkinson Company, who hold the general contract for constructing the new Interstate Bridge at Portland, list an address at 10 West Orange Avenue, South San Francisco, California. We do not know who the painting contractor under Atkinson might be and we suggest that you contact the Atkinson Company.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

FAQ:fp

THE American Insurance Group 1946

CHARLES R. RATHBUN
RESIDENT VICE-PRESIDENT

PORTLAND BRANCH OFFICE
1220 S. W. COLUMBIA STREET
PORTLAND 1, OREGON

TELEPHONE
CAPITOL 6-3761

May 8, 1958

State of Oregon
State Highway Department
Salem, Oregon

Re: Our File BA-83-14168
Insured: Walter W. Barnes

Gentlemen:

Thank you for your letter of May 5th, 1958, informing us that Guy F. Atkinson was the painting contractor on the Interstate Bridge. We are not, however, able to locate a firm by this name here in Portland and therefore ask that you please give us the address of the painting contractor so that we might contact him.

Your cooperation in this matter is very much appreciated.

Yours very truly,

Daniel F. Higgins

DANIEL F. HIGGINS
Claims Representative
pp

RECEIVED
MAY 9 1958
OREGON
STATE HIGHWAY COMMISSION

AMERICAN AUTOMOBILE INSURANCE COMPANY
SAINT LOUIS

THE AMERICAN INSURANCE COMPANY
NEWARK

ASSOCIATED INDEMNITY CORPORATION
SAN FRANCISCO

RECEIVED
MAY 27 1958
FOR FILING
-7971
463

PENINSULA DRAINAGE DISTRICT NUMBER ONE

NORTH PORTLAND, OREGON

May 7, 1958

State of Oregon
State Highway Department
Salem, Oregon

Attention: G. S. Paxson
Assistant State Highway Engineer

Dear Mr. Paxson:

Enclosed herewith is one approved set of plans covering installation of twelve-inch drain through our levee.

Yours truly,

A. A. Jones
President

AAT:sfl

Enclosures

Copy to L. H. Young
with plans
(Plans approved by
Corps of Engineers
and Drainage Dist.)

NOTED
G. S. PAXSON

RECEIVED
MAY 8 1958
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
MAY 2 1958
FOR FILING
7.F
4653

May 1, 1958

The District Engineer
Corps of Engineers
U. S. Army
628 Pittock Block
Portland 5, Oregon

Dear Sir:

Attached is a copy of the notice which has been sent out to all of the interested parties listed in the attachment to your letter of April 25 concerning closure of the lift span of the Columbia River Interstate Bridge between Portland, Oregon, and Vancouver, Washington.

Very truly yours,

W. C. Williams
State Highway Engineer

By

C. S. Parsons
Assistant State Highway Engineer

CSP:gs
Attach.

cc Mr. W. A. Dugge
Mr. William Bailey
Mr. W. C. Williams
Mr. A. G. Skelton
Mr. Marshall Dresser
Mr. Wiredent

Kenneth N. Fridley, Member
Wasco
COMMISSIONERS
CHAS. H. REYNOLDS, CHAIRMAN
LA GRANDE
M. K. McIVER, Chairman
PORTLAND
ROBERT B. CHESSMAN, MEMBER
ASTORIA
H. B. GLAISYER, SECRETARY
SALEM

W. C. WILLIAMS
STATE HIGHWAY ENGINEER
FORREST COOPER
DEPUTY STATE HWY. ENGR.
LEONARD I. LINDAS
COUNSEL

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

April 30, 1958

File Copy

(This letter sent to navigation interests as per list furnished by the District Engineer, Corps of Engineers, Portland.)

This is to advise that the lift span of the Interstate Bridge over the Columbia River between Portland, Oregon, and Vancouver, Washington, will not be opened to pass shipping between the hours of 7 a.m. and 8 a.m. and the hours of 4 p.m. and 5:30 p.m. each day from and including May 7 to May 29, 1958. A similar closure period of two weeks early in July 1958 will be required. Additional notice of the effective dates will be sent out at a later date.

This closure of the lift span is for the purpose of constructing the approaches to the new structure at the Vancouver end of the project.

Very truly yours,

W. C. Williams
State Highway Engineer

By

G. S. Paxson
Assistant State Highway Engineer

GSP:gm

cc The District Engineer, Corps of Engineers,
U. S. Army, Portland, Oregon

Mr. W. A. Bugge, Director
Washington Department of Highways, Olympia, Washington

Mr. William Bailey, District Engineer
Washington Department of Highways, Vancouver, Washington

Mr. A. G. Skelton
Mr. Marshall Dresser
Mr. Merchant

6-8

U.S. ARMY ENGINEER DISTRICT, PORTLAND
CORPS OF ENGINEERS
628 PITTOCK BLOCK
PORTLAND 5, OREGON

NPPKS-4

April 29, 1958

Oregon State Highway Department

Salem, Oregon

ATTENTION: Mr. G. S. Paxson, Assistant State Highway Engineer

Gentlemen:

Reference is made to your letters of April 10 and April 22, 1958, requesting special closed periods for the lift span of the Interstate Highway bridge crossing Columbia River between Portland, Oregon, and Vancouver, Washington. Subsequent to receipt of your letters an oral agreement was reached between Mr. Frank C. Linton, of this office, and Mr. William O. Kingman, District Traffic Engineer of the State of Washington Department of Highways, changing the evening closed period to 4:00 p.m. to 5:30 p.m. instead of 4:00 p.m. to 6:00 p.m., as requested in your letter.

You are accordingly advised that the U. S. Army Engineers will interpose no objection to closure of the lift span of the Interstate Highway bridge crossing Columbia River between Portland, Oregon, and Vancouver, Washington, each day from and including May 7 to May 29, 1958, between the hours of 7:00 a.m. and 8:00 a.m., and 4:00 p.m. and 5:30 p.m., provided notices are sent to all navigation interests on the inclosed list prior to the closure. A similar closure covering a two-week period after the opening of the new bridge is also approved provided notices are again issued to names on the inclosed list at least one week in advance of this second period.

This waiver of objection is on the understanding that it does not affect the liability of the highway departments of the States for damages that may arise by reason of the closures.

BY AUTHORITY OF THE SECRETARY OF THE ARMY:

RECEIVED
APR 30 1958
OREGON
STATE HIGHWAY COMMISSION

JACKSON GRAHAM
Colonel, Corps of Engineers
District Engineer

1 Incl
List of Names(7 sheets)

ARROW TUG & BARGE CO., INC.
ATTN. JAMES S. STACY, MGR.
FOOT OF 14TH STREET
ASTORIA, OREGON

116

ASTORIA MARINE CONST. CO.
ATTN. H. M. CLOW
P. O. BOX 90
ASTORIA, OREGON

ASTORIA YACHT CLUB
ASTORIA, OREGON

ATLAS TUG SERVICE
1820 LOUISIANA STREET
LONGVIEW, WASHINGTON

MR. ALBERT BERNERT

WILLAMETTE, OREGON

ALBERT BERNERT COMPANY
ATTN. GALE MERWIN
1390 VALLEY VIEW AVE.
SALEM, OREGON

JOE BERNERT TOWING CO., INC.
ATTN. JAMES BERNERT
1225 S. E. 12TH ST.
WEST LINN, OREGON

BURCHARD & FISKEN, INC.
ATTN. J. H. HOPKINS
BOARD OF TRADE BUILDING
PORTLAND 4, OREGON

CALIFORNIA SHIPPING COMPANY
ATTN L. C. FORD
225 BUSH STREET
SAN FRANCISCO 20, CALIF.

CLATSKANIE CHIEF
ATTN. ART STEELE
CLATSKANIE, OREGON

COLUMBIA BASIN RIVER OPER.
ATTN THOMAS J. WHITE
1100 JACKSON TOWER
PORTLAND 5, OREGON

COLUMBIA RIVER FISHERMEN'S
FOOT OF 14TH STREET
ASTORIA, OREGON

COLUMBIA RIVER FISHERMEN'S
PROTECTIVE UNION
ATTN. WM. WESTERHOLM, EXEC. SEC.
322 - 10TH STREET
ASTORIA, OREGON

COLUMBIA RIVER PACKERS ASSOC.

ASTORIA, OREGON

COLUMBIA RIVER PACKERS ASSOC.
RT. 1 BOX 1250
VANCOUVER, WASH.

COLUMBIA RIVER PILOTS
ATTN. CAPT. RALPH C. CAPLES
901 U. S. NATIONAL BANK BLDG.
PORTLAND 4, OREGON

COLUMBIA RIVER YACHT CLUB
ATTN H. L. DAVIS
7919 N. E. MARINE DRIVE
PORTLAND, OREGON

COUNTY COURT
CLARK COUNTY
VANCOUVER, WASH.

CROWN ZELLERBACH CORP.
ATTN W. C. JAMES, PLANT ENGR.
ST. HELENS, OREGON

CROWN ZELLERBACH CORPORATION
ATTN - MR. SHULL
PUBLIC SERVICE BLDG.
PORTLAND 4, OREGON

CROWN ZELLERBACH CORPORATION
ATTN. C. W. RICHEN
PUBLIC SERVICE BLDG.,
PORTLAND 4, OREGON

DAILY NEWS
ATTN J. M. MCCLELLAND
LONGVIEW, WASH.

CORPS OF ENGINEERS
PLANT BRANCH, U.S. GOV'T MOORINGS
8010 N. W. ST. HELENS ROAD
PORTLAND, OREGON

CROWLEY LAUNCH AND TUGBOAT CO.
ATTN. THOMAS B. CROWLEY
PIER 14
SAN FRANCISCO 5, CALIF.

DAILY JOURNAL OF COMMERCE
711 S. W. 14TH AVENUE
PORTLAND 5, OREGON

GENERAL CONSTRUCTION CO.
P. O. BOX 3860
PORTLAND 8, OREGON

INLAND NAVIGATIONCO.
ATTN. W. W. JOHNSON
BOX 831
VANCOUVER, WASH.

LEACH TOWBOAT COMPANY
ATTN. ALAN R. LEACH
4800 S. W. MACADAM
PORTLAND 1, OREGON

MARINE DIGEST
79 COLUMBIA ST.
SEATTLE 4, WASHINGTON

MARINE GUIDE
718 W. BURNSIDE
PORTLAND 9, OREGON

THE MIRENE CO.
P. O. BOX 5686
PORTLAND 17, OREGON

SUPERVISOR
MIDWESTERN DISTRICT
U. S. COAST & GEODETIC
314 U. S. COURT HOUSE
PORTLAND, OREGON

OREGON JOURNAL
746 S. W. FRONT AVENUE
PORTLAND 4, OREGON

U. S. DEPARTMENT OF THE INTERIOR
P. O. BOX 3537
PORTLAND 8, OREGON

MR. WILBUR J. SMITH
RAINIER, OREGON

U. S. COAST GUARD (OAN)
NEW WORLD LIFE BUILDING
618 - 2ND AVENUE
SEATTLE 4, WASHINGTON

U. S. NAVY
ASSISTANT CHIEF OF STAFF FOR
OPERATIONS
HEADQUARTERS, 13TH NAVAL DIST.
SEATTLE 15, WASH.

UPPER COLUMBIA RIVER TOWING CO.
ATTN. E. W. JOHNSON
BOX 461
THE DALLES, OREGON

THE UPPER COLUMBIA RIVER TOWING CO.
P. O. BOX 831
VANCOUVER, WASHINGTON

POPE & TALBOT, INC.
S.S. DIV.
3070 N. W. FRONT AVE.
PORTLAND, OREGON

PORT OF ASTORIA
ATTN. R. J. BETTENDORF
ASTORIA, OREGON

PORT OF CAMAS-WASHOUGAL
CAMAS, WASHINGTON

PORT OF CASCADE LOCKS, OREG.
ATTN. JOHN E. SPRINGER, SEC,
P. O. BOX 135
CASCADE LOCKS, OREGON

PORT OF HOOD RIVER
ATTN. GEORGE BARTCH, MGR.
207 CASCADE STREET
HOOD RIVER, OREGON

PORT OF KALAMA
ATTN. ED HENDRICKSON
P. O. BOX 7
KALAMA, WASH.

PORT OF LONGVIEW
LONGVIEW, WASH.

THE PORT OF PORTLAND
ATTN. D. M. CHARLESON,
P. O. BOX 4099
PORTLAND 8, OREGON

PORT OF PORTLAND ~~ERNEST HAYCOX, JR.~~ John J. Winn Jr. Central Mgr.
ATTN.
P. O. BOX 4099
PORTLAND 8, OREGON

PORT OF ST. HELENS
ST. HELENS, OREGON

PORT OF THE DALLES
ATTN. DOLPH H. KIMSEY
THE DALLES, OREGON

PORT OF VANCOUVER
ATTN. K. M. ENGEBRETSEN, MGR.
P. O. BOX 570
VANCOUVER, WASH.

PORTLAND FISH COMPANY
301 N. W. 3RD
PORTLAND 9, OREGON

PORTLAND GENERAL ELECTRIC
ATTN. A. J. PORTER
621 S. W. ALDER STREET
PORTLAND 5, OREGON

PORTLAND GRAVEL CO.
ATTN. RAY M. PENDERGAST
1635 S. E. MCLOUGHLIN BLVD.
MILWAUKIE 22, OREGON

PORTLAND YACHT CLUB
1241 N. E. MARINE DRIVE
PORTLAND 11, OREGON

RAMONA TOWBOAT CO.
522 S. W. 5TH AVE.
PORTLAND 5, OREGON

REYNOLDS METAL COMPANY
ATTN. JAMES MACINTYRE
TROUTDALE, OREGON

~~MR. B. H. ROBERSON~~
~~MORO, OREGON~~

ROSE CITY YACHT CLUB
7303 N.E. MARINE DR.
PORTLAND, OREGON

~~ROWENA-LYLE FERRY CO.~~
~~P. O. BOX 272~~
~~THE DALLES, OREGON~~

RUSSELL TOWBOAT & MOORAGE CO.,
2434 N. E. MARINE DRIVE
PORTLAND, OREGON

W. B. MARTINSON TOWBOAT SERVICE
11003 N. PORTLAND ROAD
PORTLAND 3, OREGON

MARYHILL FERRY COMPANY
ATTN. MR. GEORGE BACON
MARYHILL, WASHINGTON

MATSON NAVIGATION CO.
OCEANIC STEAMSHIP CO.
ATTN. JOHN V. SMOOT
327 S. W. PINE ST.
PORTLAND 4, OREGON

MERCHANTS EXCHANGE
ATTN. L. C. FOWLER
300 LEWIS BUILDING
PORTLAND 4, OREGON

MULT. COUNTY DRAINAGE DIST. NO. 1
ATTN. A. N. SCRITSMIER
10319 N. E. MARX ST.
PORTLAND 20, OREGON

MULT. COUNTY PLANNING COMMISSION
403 COUNTY COURT HOUSE
PORTLAND 4, OREGON

R. W. NELSON
742 S. W. VISTA AVE.
PORTLAND 5, OREGON

STANLEY NEWELL
6825 N. E. RODNEY AVE.
PORTLAND 11, OREGON

NICOLAI DOOR MFG. CO.
ATTN C. H. WARWICK
1812 N. COLUMBIA BLVD.
PORTLAND 17, OREGON

NORPAC SHIPPING CO., INC.
LEWIS BLDG.
PORTLAND 4, OREGON

OLIVER J. OLSON CO.
ATTN L. E. PHILLIPS
P. O. BOX 549
SAN MATEO, CALIF.

ATTN: JOHN I. [illegible]
307 STATE OFFICE BLDG.
PORTLAND 1, OREGON

OREGON STATE GAME COMMISSION
1634 S. W. ALDER ST.
P. O. BOX 4136
PORTLAND 8, OREGON

OREGON STATE LAND BOARD
106 CAPITAL BLDG.
SALEM, OREGON.

THE OREGONIAN
ATTN. LAWERENCE BARBER
PORTLAND, OREGON

PACIFIC AMERICAN TANKSHIP ASSOC.
ATTN. ALBERT E. BENSON
ROOM 306, 25 CALIFORNIA ST.
SAN FRANCISCO 11, CALIF.

PACIFIC BUILDING MATERIALS CO.,
3510 S. W. BOND AVENUE
PORTLAND 1, OREGON

PACIFIC POWER & LIGHT CO.
ATTN. CORBETT MCLEAN
920 S. W. SIXTH AVE.
PORTLAND 4, OREGON

PALANTIC STEAMSHIP CO. INC.
P.O. BOX 345
EUREKA, CALIF.

PALMBERG CONSTRUCTION CO.
P. O. BOX 991
ASTORIA, OREGON

PENINSULA DRAINAGE DIST. NO. 1

NORTH PORTLAND, OREGON

MR. A. R. [illegible]
P. O. BOX 463
ST. HELENS, OREGON

RUSSELL TOWBOAT & MOORAGE CO.
P. O. BOX 97
NORTH PORTLAND, OREGON

SAUSE BROTHERS OCEAN TOWING
TERMINAL SALES BLDG.
1220 S. W. MORRISON
PORTLAND, OREGON

SHAVER TRANSPORATION COMPANY
ATTN. G. H. SHAVER
4900 N. W. FRONT
PORTLAND 10, OREGON

SHEPARD TOWING CO.,
ST. HELENS, OREGON

SHIPOWNERS AND MERCHANTS
TOWBOAT CO., LTD.
ATTN. MR. BOYD
PIER 25
SAN FRANCISCO, CALIF.

STANDARD OIL COMPANY OF CALIF.
ATTN- MR. C.A. MORGAN
P.O. BOX 4168
PORTLAND, OREGON

STEBCO, INC.
ATTN. W. A. CULKIN
BOX 719
VANCOUVER, WASH.

STEVENSON TOWBOAT CO.
ATTN MR. SMITH
STEVENSON, WASH.

SWIFT COMPANY
ATTN. D. W. HOFFMAN
NORTH PORTLAND, OREGON

THE DALLES LUMBER & MFG. CO.
ATTN. MR. BROCK
P. O. BOX 212
THE DALLES, OREGON

THE DALLES YACHT CLUB
ATTN. THOMAS R. HUDSON, SEC.
418 W. 2ND PLACE
THE DALLES, OREGON

ATTN. OIL ROASTER
EQUITABLE BLDG.
PORTLAND 4, OREGON

TIDEPOINT CO.
P. O. BOX 566
ASTORIA, OREGON

TIDEWATER-SHAVER BARGE LINES
2609 N. E. MARINE DRIVE
PORTLAND, OREGON

UNION PACIFIC RAILROAD CO.
836 PITTOCK BLOCK
PORTLAND 5, OREGON

UNION PACIFIC RAILROAD CO.
ATTN. R.E. HAACKE, DIV. ENGR.
2525 N. LARRABEE AVENUE
PORTLAND 12, OREGON

U. S. ARMY ENGR. DIST., WALLA WALLA
ATTN. DISTRICT ENGINEER
CITY COUNTY AIRPORT
BUILDING 602
WALLA WALLA, WASHINGTON

U. S. ARMY TRANS. STOR.
ACTIVITY, BEAVER
ATTN. COMMANDING OFFICER
CLATSKANIE, OREGON

U. S. COAST GUARD
CAPTAIN OF THE PORT OFFICE
BOX 7743 ALBINA STATION
PORTLAND 12, OREGON

VANCOUVER YACHT CLUB
ATTN. MR. DON YOUNGER
3631 S. E. INSLEY
PORTLAND 2, OREGON

VULCAN TOWING CO.
ATTN MR. TOHLMAN
4014 S. W. PATTON ROAD
PORTLAND 1, OREGON

WASHINGTON DEPT. OF FISHERIES
ATTN. H. T. HEG, SUPR. STR. IMPR.
4015 - 20TH AVE. WEST
SEATTLE, WASHINGTON

WESTERN TRANSPORTATION CO.
ATTN. L. M. THOMPSON
550 N. W. FRONT AVE.
PORTLAND 9, OREGON

WESTFAL-LARSEN CO., INC.
ATTN. A. C. NIELSEN
524 BUILDERS EXCHANGE BLDG.
PORTLAND 4, OREGON

WESTPORT TOWBOAT CO., INC.
ATTN. H. E. QUINLAN
WESTPORT, OREGON

WEYERHAEUSER STEAMSHIP CO.
P. O. BOX 1295
TACOMA, WASH.

WILLAMETTE TUG & BARGE CO.
FOOT OF NORTH PORTSMOUTH
PORTLAND 3, OREGON

MR. ROBERT ZIMMERLY
P. O. BOX 760
RIDGEFIELD, WASHINGTON

~~MARINE SHIPPING NEWS~~
ATTN. L. D. DANA, EDITOR
718 W. BURNSIDE
PORTLAND, OREGON

~~DEEP RIVER TOWING CO.~~
ATTN. STANLEY EVERMAN
BOX 7
CATHLAMET, WASH.

DIESEL TOWING CO.,
FOOT OF S. W. GIBBS STREET
PORTLAND 1, OREGON

~~EASTER'S MOORAGE~~
ATTN. DAVE B. EASTER
GOBLE, OREGON

~~ILWACO FISH CO.~~
ATTN. STEPHEN T. EIDE
BOX 204
ILWACO, WASH.

GRACE LINE, INC.
ATTN. M. J. KELLY
511 BOARD TRADE BLDG.
PORTLAND, OREGON

~~MR. WALLIS HALL~~
~~P. O. BOX 768~~
~~RIDGEFIELD, WASHINGTON~~

~~HARBOR PATROL~~
ATTN. CAPT. H. W. RUSSELL
610 N. W. FRONT AVE.
PORTLAND, OREGON

HARBOR TOWING CO.
ATTN. RAY A. WOLLEN
509 FORD BLDG.
VANCOUVER, WASH.

MR. EDWARD E. HARGRAVE
3737 N. E. MARINE DRIVE
PORTLAND 11, OREGON

ROY HOLTGRIEVE FISH CO.
BOX 93
BRIDAL VEIL, OREGON

ATTN. SAM KELLY
P. O. BOX 98
WALLA WALLA, WASH.

A. F. JACOB
ROUTE 1, BOX 237
VANCOUVER, WASH.

KAISER GYPSUM CO., INC.
ATTN. PAUL N. VANCE
INSULATING PRODUCTS DIV.
ST. HELENS, OREGON

KNAPPTON TOWBOAT CO.,

ASTORIA, OREGON

KNAPPTON TOWBOAT COMPANY
FOOT OF S. W. CARUTHERS STREET
PORTLAND 14, OREGON

LEWIS RIVER NEWS
ATTN. R. C. PINKERTON
WOODLAND, WASH.

THE LONG-BELL FERRY CO.

LONGVIEW, WASH.

LONGVIEW YACHT CLUB
RT. 1, BOX 597
LONGVIEW, WASH.

LUCKENBACH STEAMSHIP CO., INC.
1004 PUBLIC SERVICE BLDG.
PORTLAND 4, OREGON

MCCUDDY'S MARINA
N. E. 33RD & MARINE DRIVE
PORTLAND, OREGON

HERBERT MALARKEY
1333 S. W. 13TH AVE.
PORTLAND 1, OREGON

RECEIVED
APR 23 1958
FOR FILING

April 22, 1958

The District Engineer
Corps of Engineers
U. S. Army
628 Pittock Block
Portland 5, Oregon

Dear Sir:

Under date of April 10, I wrote you asking consideration for an order relieving us of the necessity of opening the drawspan on the Portland-Vancouver Interstate Bridge during the hours of 7 a.m. to 8 a.m. and 4 p.m. to 6 p.m. during the period between May 1 and July 20.

At a conference on April 16 between representatives of your office and the Washington Department of Highways, the schedule under which this closure period could be restricted was revised to the time between May 7 and May 29 and then for an additional period of two weeks duration following the opening of the new structure to traffic.

I would like to amend our previous request to include only those periods listed above with the exact dates of the second closure being determined later when we can more definitely establish the time that the new bridge will be opened to traffic.

Very truly yours,

W. C. Williams
State Highway Engineer

By

G. S. Pawson
Assistant State Highway Engineer

GSP:gm

cc Mr. W. A. Bugge, Director
Washington Department of Highways

Mr. William Bailey, District Engineer
District No. 4, Washington Department of Highways

Mr. W. C. Williams

STATE OF WASHINGTON

ALBERT D. ROSELLINI, GOVERNOR

WASHINGTON
STATE HIGHWAY COMMISSION
DEPARTMENT OF HIGHWAYS

OFFICE OF DISTRICT ENGINEER
4200 MAIN STREET
VANCOUVER, WASHINGTON

April 18, 1958

Mr. G. S. Paxson
Assistant State Highway Engineer
State of Oregon Highway Department
Salem, Oregon

C.S. #0602, PSH No. 1
Interstate Bridge

Dear Sir:

Reference is made to your letter of April 10, 1958 to Mr. Linton, District Engineer, Corps of Engineers, U. S. Army in Portland, concerning the restriction of river traffic during the peak hour flow across the Interstate Bridge between Portland and Vancouver. Mr. Linton called this office recently concerning this letter and stated that it would be almost impossible to obtain a restriction on this bridge to river traffic for this long a period.

On April 16, 1958, Mr. J. W. Harris and Mr. W. O. Kingman called on Mr. Linton concerning the period of restriction on the bridge. After considerable discussion it was determined that we could reduce this restriction period to a period from May 7 to May 29 and then for a period of two weeks following the opening of the new bridge. The hours of the restriction would be as stated previously, 7 to 8 A.M. and 4 to 6 P.M. It was Mr. Linton's feeling that it would be much easier to obtain restrictions during this period which would reduce the restriction period from 11 weeks to approximately 5 weeks.

However, Mr. Linton suggested that we write this letter to you and then you could forward this information to him. He also requested that you forward to him some other results which would take place if the bridge restriction were not to be granted.

It was explained to Mr. Linton that there will be approximately 40,000 cars a day crossing the Interstate Bridge during this period. On the Washington

side immediately north of the Interstate Bridge, it will be necessary to move this 40,000 vehicles through two lanes of traffic rather than the four lanes of traffic which is now used, due to construction. Due to this restriction to traffic flow, any additional restrictions such as opening the bridge span would seriously damage the traffic movement not only on U.S. 99 in Oregon and Washington, but also tie up traffic in the City of Vancouver, which is immediately north of the bridge. This is due to the fact that traffic entering from Vancouver onto the Interstate Bridge would be backed up into many intersections in the City of Vancouver.

We would sincerely appreciate your forwarding this information to Mr. Linton by letter from your office since this bridge control is under your department.

We would like to thank you for your assistance in this matter.

Yours very truly,

W. A. Bailey

W. A. BAILEY
District Engineer

WAB:jc
WOK
cc: Mr. H. C. Higgins
Mr. J. W. Harris
Mr. W. O. Kingman

RECEIVED
APR 22 1958
OREGON
STATE HIGHWAY COMMISSION

RECEIVED

COMMISSIONERS
CHAS. H. REYNOLDS, CHAIRMAN
LA GRANDE
M. K. McIVER, MEMBER
PORTLAND
ROBERT B. CHESSMAN, MEMBER
ASTORIA
H. B. GLAISYER, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

NOTED
W. C. WILLIAMS

April 10, 1958

The District Engineer
Corps of Engineers
U. S. Army
628 Pittock Block
Portland 5, Oregon

Dear Sir:

In changing the route of traffic from the old Columbia River Bridge between Portland and Vancouver to the new one, we will be paving the north approach under traffic which will at times make it necessary to close part of the roadway so that only one lane in each direction can be accommodated. During the rush part of the day we will have serious traffic congestion and this would be accentuated by any opening of the drawspan during these periods. It would help us considerably in carrying traffic if we could be relieved of the necessity of opening the draw during the hours of 7 a.m. to 8 a.m. and 4 p.m. to 6 p.m. during the period between May 1 and July 20.

It would be greatly appreciated if you would advise us if such an order can be issued.

Very truly yours,

W. C. Williams
State Highway Engineer

By Original signed
G. S Paxson

G. S. Paxson
Assistant State Highway Engineer

GSPigm

cc Mr. W. A. Bugge, Director
Washington Department of Highways

Mr. William Bailey, District Engineer
District No. 4, Washington Department of Highways

Mr. W. C. Williams

FORM E-30X—37,500—8-57—6584

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
March 24, 1958

SUBJECT: Traffic Routing, Detour, etc.
Interstate Bridge

To:

G. S. Paxson
Asst. State Highway Engineer
Office

Mr. Widdows and myself conferred recently with Mr. Rex Still, Traffic Engineer, Washington, and his people regards traffic routing on the Interstate Bridge with particular reference to the shifting of traffic to the new span upon its completion and opening to traffic. The temporary routing of traffic on the Washington side is somewhat more of a problem than it is on our Oregon side, primarily for the reason that there will have to be some rather bad reverse curvature in the temporary alignment, what with the use of PC concrete, curing time, etc. There will be some stages during their work when the some 40,000 per day traffic will have to be accommodated in two lanes as against the normal four lanes.

Mr. Still has his signing very well mapped out for northbound traffic on the new bridge, concerning which Mr. Widdows and I made some suggested minor changes. We discussed the matter of a construction speed zone on the Oregon side and decided that such would be set up for 35 MPH and would taper into a 25 MPH for northbound traffic going into the Washington approach.

In order to accommodate the successive stages of paving work and the time schedule with respect thereto, the Washington people would like, if at all possible, to see the new bridge span open to traffic on June 16 as against our present target date of July 1. In discussing this opening date with Marshall Dresser, he thought that with any break in weather that we might be able to make a June 16 opening. If, however, the new bridge cannot be opened by June 16 they would very much prefer to hold over to an opening date of July 7 or after, not wishing to impose some rather bad traffic routings during the Memorial and 4th of July holiday weekends. I reiterate that there will be periods when the total bridge traffic will have to be accommodated in two lanes, one for each direction of traffic flow. After reviewing the situation, Mr. Widdows and myself were in full accord with the thought that if the new bridge cannot be opened by June 16 that the opening should be postponed until July 7 or later.

During periods in which t he bridge traffic would have to be accommodated in two lanes, there will probably be some delay during the peak-hour periods, purely for the reason of this restriction of lanes. The condition would be compounded should there be draw openings during the peak-hour traffic period. In this connection, therefore, the Washington people would like very much to

arrange with the proper authorities to allow no draw openings during the hours of 7:00-8:00 a.m. and 4:00-6:00 p.m. in the period from May 1 to July 20. I am not sure whether or not such restriction can be arranged, however, it was the thought that we should at least make the effort. Probably if a 100% restriction cannot be arranged it could be made applicable to the extent of allowing only essential movements through the draw.

Another point with regard to river traffic and its interference with vehicular traffic on the bridge by reason of draw openings, it was felt that if the contractor working on the existing bridge could pull a couple of middle spans at the start of his work and take advantage of the increased clearance provided by the new bridge we could again minimize the draw openings and interference with vehicular traffic during the some two-year period that work will be in progress on the remodeling of the existing structure. We had some discussion with Marshall Dresser on this matter, and he thought probably the contractor might be affable to such scheduling of work.

In connection with the work on Slough Bridge, suggestion was made initially that in order to make room for the contractor in removing existing railings and putting in the curbed-grating median section, to route all traffic on the old structure and attempt to stripe it for four lanes. This whole structure is only some 39' between curbs, which makes for an inadequate four lanes in the first instance, and with the contractor needing some three or four feet for clearance it would be practically impossible to set up four adequate lanes. Upon completion of the Slough Bridge work, we will of course have a six-lane facility and each of the two bridge structures striped for three lanes. This would mean that any attempt at four lane striping would make for difficulties, confusion, removing of the old stripes, replacement of the new, etc. It is understood that the new structure is practically complete except for placement of AC pavement and that arrangements are being made for this work. A much better arrangement, therefore, from the standpoint of traffic movement and working conditions for the contractor would be to stripe both bridges for three lanes utilizing the two outer lanes on each structure for traffic movement and giving over the two lanes in the middle for contractor's operation in placement of curbs, grating, etc.

I recommend that necessary action be taken to accommodate arrangements, scheduling, etc., as outlined hereinabove.

ORIGINAL SIGNED BY F. B. CRANDALL
Traffic Engineer

F. B. Crandall
Traffic Engineer

FBC:mjs

cc: W. O. Widdows

RECEIVED
APR 28 1958
FOR FILING
7111
11-3

April 25, 1958

Mr. D. B. Hodges, Secretary
Washington Toll Bridge Authority
Transportation Building
Olympia, Washington

Dear Mr. Hodges:

The Oregon Insurance Agents have gotten ahold of a rumor that additional insurance will be written on the Portland-Vancouver Interstate Bridge job and that a different procedure than was followed in the writing of the first policy will be put into effect. I have assured them that, if additional insurance is required, I anticipate that the same plit in the insurance premiums will be made as was made on the first job. I would appreciate your advice as to the status of the matter.

Very truly yours,

W. C. Williams
State Highway Engineer

By

G. S. Pearson
Assistant State Highway Engineer.

GSP:ps

cc Mr. W. C. Williams

OREGON ASSOCIATION OF INSURANCE AGENTS

BOARD OF TRADE BUILDING • PORTLAND 4, OREGON
CAPITOL 2-9485

E. M. STADEL
Advisory Secretary

ALAN TEBB
Executive Secretary

April 23, 1958

OFFICERS
HERBERT A. BALLIN, JR.
President
Portland

GORDON W. DODGE
Chairman
Executive Committee
Corvallis

LEONARD A. ADAMS
State
National Director
Beaverton

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Astoria.
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La Grande
3rd Congressional District
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4th Congressional District
KENNETH S. MARTIN
Grants Pass
JOHN D. McBURNEY
Eugene

Mr. H. B. Glaisyer, Secretary
Oregon State Highway Commission
Salem, Oregon

Dear Mr. Glaisyer:

A committee of this Association would appreciate the opportunity to appear before the Commission at its next meeting May 8-9 in Portland.

In 1956 this Association, representing the agents of Oregon, was privileged to participate in half of the commissions on the insurance covering the Vancouver-Portland Interstate Toll Bridge. The Oregon Association of Insurance Agents was able to benefit in this manner only because your Commission interceded on our behalf with the Washington Toll Bridge Authority.

We have been advised that the insurance for the new bridge, which will be turned over to the two states the latter part of June, will be awarded on a different basis than in the past insofar as the Washington Toll Bridge Authority is concerned. We believe that a request from the Oregon State Highway Commission to the Washington Toll Bridge Authority for a continuation of the former agreement will be most helpful to Oregon agents in retaining this income.

Sincerely,

Herbert A. Ballin Jr.

Herbert A. Ballin, Jr.
President

SERVICE
PROTECTION
FAIR DEALING

ANSWERED
BY LETTER

HAB:sb

YOUR Independent Insurance AGENT
"SERVES YOU FIRST"

RECEIVED
APR 21 1958
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
APR 21 1958
FOR FILING
7971
4452

April 23, 1958

Mr. A. A. Tims, President
Peninsula Drainage District Number One
North Portland, Oregon

Dear Mr. Tims:

I am sorry that the five prints of the plans for the proposed culvert installation through your dike at the south end of the Oregon Slough Bridge were not sent you with my letter. I have asked Mr. A. E. Johnson, Assistant Division Engineer in the Portland District, to prepare three additional copies and deliver them to you.

Very truly yours,

W. C. Williams
State Highway Engineer

By

O. S. Paxson
Assistant State Highway Engineer

OSP:gm

cc Mr. W. C. Williams
Mr. A. E. Johnson

PENINSULA DRAINAGE DISTRICT NUMBER ONE

NORTH PORTLAND, OREGON

April 22, 1958

State of Oregon
State Highway Department
Salem, Oregon

Attention: G. S. Paxson
Assistant State Highway Engineer

Dear Mr. Paxson:

The Corps of Engineers requires five sets of plans covering any proposed construction or installation on our levees, and as you only mailed two, may I suggest that you send three more to me at once. We will then handle them in the regular channels.

Yours truly,

President

AAT:sfl

RECEIVED
APR 23 1958
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
APR 22 1958
FOR FILING

April 21, 1958

Peninsula Drainage District No. 1
North Portland
Oregon

Attention: Mr. A. A. Time, President

Gentlemen:

In the reconstruction of the ramp leading from the new Oregon Slough Bridge westward to Swift Road, the existing 12-inch drain pipe through the dike was destroyed and completely blocked. In order to handle the road drainage we propose to put in a 12-inch pipe replacing the one abandoned. This will involve cutting through the dike and replacing the material after the pipe is installed. The pipe will have a sliding gate so that it can be completely blocked off during flood periods.

I am attaching a small sketch map showing the location of the proposed pipe and a larger sketch showing the cross section of the dike and roadway at the point of crossing. It would be appreciated if you would examine this matter and advise the U. S. Engineers of your approval so that a permit can be issued.

Very truly yours,

W. C. Williams
State Highway Engineer

By

G. S. Paxson
Assistant State Highway Engineer

Encls.

cc The District Engineer/w. encls.
Corps of Engineers
U. S. Army
Portland, Oregon

Mr. W. C. Williams
Mr. L. H. Young

RECEIVED
APR 22 1958
FOR FILING

April 21, 1958

Mr. George T. McCoy, Jr.
Project Manager
Guy F. Atkinson Company
Cougar, Washington

Dear Mr. McCoy:

Reference is made to your letter of April 15 concerning the retained percentage on the Interstate Bridge between Portland and Vancouver. We realize that the retained percentage at this stage of construction is excessive although it is in strict accordance with the terms of the contract. Before bringing this to the attention of our Commission, I checked with the State of Washington and find that their rules are such that they can not make any change in retained percentages on going contracts. Since this is a cooperative undertaking of the two states, we can not do anything which would be in conflict with their procedures.

Very truly yours,

W. C. Williams
State Highway Engineer

By

G. S. Paxson
Assistant State Highway Engineer

GSP:gm

cc Mr. W. A. Bugge, Director
Department of Highways
Olympia, Washington

Mr. D. B. Heiges, Secretary
Washington Toll Bridge Authority
Olympia, Washington

Mr. W. C. Williams
Mr. Ivan D. Merchant

GUY F. ATKINSON, CHAIRMAN OF BOARD
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D E ROOT VICE-PRESIDENT
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J H WAUGH TREASURER

GUY F. ATKINSON COMPANY

CONTRACTORS AND ENGINEERS

COUGAR, WASHINGTON

SOUTH SAN FRANCISCO
LONG BEACH
PORTLAND
SEATTLE

April 15, 1958

State of Oregon
State Highway Department
Salem, Oregon

Attention: Mr. G. S. Paxson - Assistant
State Highway Engineer

Gentlemen:

Reference is made to work on the New Interstate Bridge and on the widening of the Oregon Slough Bridge.

Work has now progressed to a point that the amount of the retained percentage is far in excess of the value of the work yet to be performed. We recognize the intent of the contract to fully protect the contracting agencies; however, it would appear that this would be achieved by our surety bond plus a retained amount equal to approximately the value of work yet to be performed.

Accordingly we request your consideration of allowing payment to us of the portion of the retained percentage in excess of the value of work yet to be accomplished. In this connection, we are asking only that you consider a single payment at this time, not a series of adjustments.

Very truly yours,

GUY F. ATKINSON COMPANY

George T. McCoy Jr.

George T. McCoy, Jr.
Project Manager

GTM/hl

RECEIVED
APR 17 1958
OREGON
STATE HIGHWAY COMMISSION

NOTED
G. S. PAXSON

AMERICA PROGRESSES THROUGH CONSTRUCTION *Construct by Contract*

ined percentages shall
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al to 10 per cent of
allowances for materials
ded in Article 1.9.11
n amount greater than

m Total
of Amounts to be Retained

Contract Amount	
Less than $200,000	7½ per cent of the contract amount
$200,000 to $300,000	$15,000
Greater than $300,000	5 per cent of the contract amount

After the retained amount has reached the maximum here indicated, that amount shall be retained until such time as final payment is made, with the proviso that a release of a part of the retained amount may be made earlier, if and when considered by the engineer to be justified by the then obtaining circumstances.

Stream to be Maintained Clear for Private Water Supply:

The contractor shall maintain the waters of Thiel Creek clear and unmuddied for the water intake to the Sea Dragon Motel. The method used to maintain a clear supply of water shall be optional with the contractor but subject to the approval of the engineer. All work involved in maintaining a clear supply of water for the motel intake shall be understood to be included in the payments made for some one or more of the listed bid items, and no separate or additional payment of any kind will be made for the same.

Partial Payments and Retained Percentages:

The following provisions in regard to retained percentages shall be understood to supersede numbered paragraphs 1, 2 and 3 in Article 1.9.10 of the standard specifications.

The amount to be retained from any given partial payment shall be such that when added to the sum of amounts previously retained will bring the total of amounts retained to an amount equal to 10 per cent of the value of work completed under the contract plus allowances for materials delivered and held in storage upon the work as provided in Article 1.9.11 of the standard specifications, but in no case, to an amount greater than the maximum indicated by the following table:

Contract Amount	Maximum Total of Amounts to be Retained
Less than $200,000	7½ per cent of the contract amount
$200,000 to $300,000	$15,000
Greater than $300,000	5 per cent of the contract amount

After the retained amount has reached the maximum here indicated, that amount shall be retained until such time as final payment is made, with the proviso that a release of a part of the retained amount may be made earlier, if and when considered by the engineer to be justified by the then obtaining circumstances.

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The contractor shall maintain the waters of Thiel Creek clear and unmuddied for the water intake to the Sea Dragon Motel. The method used to maintain a clear supply of water shall be optional with the contractor but subject to the approval of the engineer. All work involved in maintaining a clear supply of water for the motel intake shall be understood to be included in the payments made for some one or more of the listed bid items, and no separate or additional payment of any kind will be made for the same.

RECEIVED
APR 14 1958
FOR FILING

April 15, 1958

Hon. Al Flegel
Oregon State Representative
P. O. Box 50
Roseburg, Oregon

Dear Mr. Flegel:

The insurance on the Portland-Vancouver Interstate Bridge, which you referred to in your letter of April 14 to Mr. Glaisyer, was placed by the Washington Toll Bridge Authority. Under our agreement for this project, the Oregon State Highway Department designs and constructs the bridges; the financing, however, is done through the Washington Toll Bridge Authority who has an organization set up for this purpose on Washington projects.

This is a large insurance policy and no one company would handle it. It was therefore placed with a syndicate of companies through the Washington Association of Insurance Agents. The premium on the insurance originally went to that association in the amount of $5,452.10. This did not seem fair in view of the cooperative nature of the project and we took it up with the Toll Bridge Authority. After some negotiation it was agreed that the insurance premiums would be split evenly between Oregon and Washington and the Washington Association of Insurance Agents sent us a check for half of the premium in the amount of $2,726.05. It was sent on to the Oregon Association of Insurance Agents. I understand that this premium goes into the Association's treasury to finance their activities. Under this arrangement the premiums are evenly split between the two states.

Very truly yours,

W. C. Williams
State Highway Engineer

By

G. S. Paxson
Assistant State Highway Engineer

GSP:gs
cc Mr. W. C. Williams
Mr. H. B. Glaisyer

AL FLEGEL
P. O. Box 50
ROSEBURG, OREGON

COMMITTEES
VICE CHAIRMAN: LOCAL GOVERNMENT
MEMBER: HIGHWAYS
EDUCATION

STATE OF OREGON
HALL OF REPRESENTATIVES
SALEM

April 14, 1958.

Oregon State Highway Commission
Salem, Oregon.

Attention : Mr. Herb Glaisyer

Gentlemen:

My attention has been called to the fact that insurance on the Interstate Bridges is now, by agreement, placed by the Washington Highway Commission. Possibly there is some reciprocal reason for this. It would seem that there are insurance people in our state that are capable of handling this type of insurance and desirous of handling it.

Could you advise me if it is within the realm of possibility for at least a portion of this business being placed within the State of Oregon.

Very truly yours,

Al Flegel.

RECEIVED
APR 15 1958
OREGON
STATE HIGHWAY COMMISSION

RECEIVED

ALBERT D. ROSELLINI, Governor
Chairman of Authority
CLIFF YELLE, State Auditor
FRANCIS PEARSON, Chairman
Public Service Commission
ERNEST A. COWELL, Chairman
State Highway Commission
LLOYD K. NELSON, Director
Department of General Administration

7971

4653

STATE OF WASHINGTON

W. A. BUGGE, Director of Highways
Ex Officio Member
D. B. HEDGES
Executive Secretary of Authority

WASHINGTON TOLL BRIDGE AUTHORITY

TRANSPORTATION BUILDING
OLYMPIA, WASHINGTON

April 11, 1958

Oregon State Highway Department
Salem, Oregon

Attention: Mr. Glen Paxson
Assistant State Highway
Engineer

Re: Vancouver-Portland
Interstate Toll Bridge

Gentlemen:

Attached hereto is reproduced copy of a letter dated February 24, 1958, directed to Mr. W. A. Bugge from Senator Warren G. Magnuson. This copy is for your reference and files.

Very truly yours,

WASHINGTON TOLL BRIDGE AUTHORITY

By: D. B. HEDGES
Executive Secretary

DBH: hm
Att.

RECEIVED
APR 11 1958
OREGON
STATE HIGHWAY COMMISSION

WARREN G. MAGNUSON, WASH., CHAIRMAN
JOHN O. PASTORE, R. I.
A. S. MIKE MONRONEY, OKLA.
FRANK A. HARTKE, IND.
ALAN BIBLE, NEV.
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FRANK J. LAUSCHE, OHIO
RALPH YARBOROUGH, TEX.
EDWARD JARRETT, CHIEF CLERK
JOHN W. BRICKER, OHIO
NORRIS F. SCHNEIDER, CALIF.
JOHN MARSHALL BUTLER, MD.
CHARLES E. POTTER, MICH.
WILLIAM A. PURTELL, CONN.
FREDERICK G. PAYNE, MAINE
HERMAN OTTEN, N. M.

United States Senate

COMMITTEE ON
INTERSTATE AND FOREIGN COMMERCE

24 February 1958

Mr. W. A. Bugge
State Director of Highways
Transportation Building
Olympia, Washington

Dear Bill:

Thanks very much for the very complete statement of facts on the Interstate Bridge as contained in your February 14th letter. As the next step in our campaign to bring this matter to a head, I have sent your letter down to General Itschner with the request that he merely state to me whether or not the case as presented by your letter coincides with their understanding of the matter. I am taking this action as a precautionary measure - I don't want to get before the Appropriations Committee and then find that there is disagreement on the facts in the case. I am sure, from previous correspondence and conversations with General Person, that the Corps will come back with an affirmative answer. The way will then be cleared for me to start laying the groundwork with the Senate Appropriations Committee.

Best personal regards.

Sincerely,

Warren G. Magnuson

WARREN G. MAGNUSON
U. S. S.

WGM:Hf

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FOR FILING

COMMISSIONERS
CHAS. H. REYNOLDS, CHAIRMAN
LA GRANDE
M. K. McIVER, MEMBER
PORTLAND
ROBERT S. CHESSMAN, MEMBER
ASTORIA
H. S. GLAISYER, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

April 4, 1950

W. C. WILLIAMS

Mr. Fred E. Paulus
Deputy Treasurer
101 State Capitol
Salem, Oregon

Dear Mr. Paulus:

Herewith copies of Notice of Bond Sale and Bond Resolution covering the second bond issue for the Vancouver Interstate Bridge over the Columbia River. This issue is in the amount of $5,200,000.

Bids will be opened at 10 a.m. Thursday, April 24, in the Governor's office at Olympia, Washington. I would be very grateful if you could accompany me to this bond opening so that we may have the benefit of your advice.

Very truly yours,

W. C. Williams
State Highway Engineer
Original signed
By G. S Paxson

G. S. Paxson
Assistant State Highway Engineer

GSP:fn

Encl.

cc Mr. W. C. Williams

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ALBERT D. ROSELLINI, Governor
Chairman of Authority
CLAY X. WILE, State Auditor
FRANCIS PEARSON, Chairman
Public Service Commission
ERNEST A. COWELL, Chairman
State Highway Commission
LLOYD K. NELSON, Director
Department of General Administration

STATE OF WASHINGTON

W. A. BUGGE, Director of Highways
Ex Officio Member
D. B. HEDGES
Executive Secretary of Authority

WASHINGTON TOLL BRIDGE AUTHORITY

TRANSPORTATION BUILDING
OLYMPIA, WASHINGTON

March 26, 1958

Oregon State Highway Department
Salem, Oregon

Attention: Mr. Glenn Paxson
Assistant State
Highway Engineer

Re: Vancouver-Portland Interstate
Toll Bridge - Bond Redemption Costs

Gentlemen:

In reply to your letter of February 17, 1958 we have estimated the amount of money that would be needed to retire the outstanding bonds on the Vancouver-Portland Interstate Bridge. In doing so, we have assumed the $5,200,000 1958 bond issue will carry a 3½% coupon and that all money in the Construction Fund has been spent for construction.

By the provision of Section 15, subsection (a) of Resolution 312, the Washington Toll Bridge Authority is obligated to complete the Vancouver-Portland Interstate Toll Bridge with all due diligence and upon the completion of the facility to operate it as a revenue-producing facility at reasonable cost.

Your office has estimated the facility will be completed on or about January 1, 1960, at which time the Toll Bridge Authority would start collecting tolls. Section 13, 3rd paragraph, of Resolution 312 and Section 12, 3rd paragraph, of the tentative resolution for the 1958 bonds specifies that whenever there is sufficient money in the 1956 or 1958 Bond Redemption Funds, to pay the principal of and interest on, and premium, if any, on all the outstanding 1956 and 1958 bonds outstanding, then no further payments need be made into the Bond Redemption Fund.

No bonds can be retired until May 1, 1961. Therefore, on January 1, 1960, the 1956 and 1958 Bond Redemption Funds must have sufficient money to pay all bond costs through May 1, 1961, or tolls must be collected. These costs are as follows:

Par Value 1956 Issue	$9,300,000.00
Premium to be paid:	
$9,300,000	
523,000 - Serial maturity 5/1/61 at par	
$8,777,000 - Subject to premium at .025	219,425.00
Interest from May 1, 1960 to May 1, 1961 $9,300,000 at 3.2% and 3-1/8%	294,112.50
Total Cost of Redeeming Original Issue	$9,813,537.50

ANNEXED

Par Value 1958 Issue (3½ Coupon)	$5,200,000.00
Premium to be paid:	
$5,200,000	
287,000 - Serial Maturity 5/1/61 at par	
$4,913,000 - Subject to premium at .025	122,825.00
Interest from May 1, 1960 to May 1, 1961	
$5,200,000 at 3½%	182,000.00
	$5,504,825.00
Total Cost 1956 and 1958 Bond Issues	$15,318,362.50

The interest during construction on the 1956 and 1958 bonds is provided from the sale of the respective bonds until May 1, 1960.

The cost of redeeming the entire bond issue will be reduced by earnings on investments, none of which has been taken into consideration in the above figures.

On May 8, 1958, earnings on investments in the 1956 Bond Redemption Fund will be	$54,286.00
Estimated interest earning on 1956 Bond Redemption Fund balance to 5/1/60	10,677.00
Estimated interest earning on 1958 Bond Redemption Fund to 5/1/60	6,006.00
Estimated interest earnings on $15,318,362.50 from January 1, 1960 to May 1, 1961 at 1% (16 months)	204,190.00
Estimated interest earnings in Bond Redemption Fund	$275,159.00

On January 1, 1960 we would need from an outside source the following:

Amount	$15,318,362.50
Less Estimated Interest Earnings to 11/1/59	69,884.00
Outside source requirement 1/1/60	$15,248,478.50
Estimated refund to outside source on 5/1/61 (interest earned)	205,275.00
Net cost outside source	$15,043,203.50

Yours very truly,

WASHINGTON TOLL BRIDGE AUTHORITY

By: D. B. HEDGES
Executive Secretary

DBH:bd
KRH
cc: Mr. Bugge

RECEIVED
MAR 12 1958
FOR FILING

NOTE:
W. C. WILLIAMS

FORM S-90X—5000—11-56—90228

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OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
March 11, 1958

SUBJECT: Portland-Vancouver Interstate Bridge

To: Mr. Leonard I. Lindas

Herewith a letter from the Washington Toll Bridge Authority together with copy of the proposed Notice of Bond Sale and Resolution for the second and final issue of bonds for the Portland-Vancouver Interstate Bridge. You will note that they ask as early advice as to approval as possible in order that the advertisement may be issued.

G. S. Paxson

GSP:gm
Attachs.
cc Mr. W. C. Williams

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February 26, 1958

Mr. W. A. Bugge, Director
Department of Highways
Olympia, Washington

Mr. D. B. Hodges, Secretary
Washington Toll Bridge Authority
Olympia, Washington

Gentlemen:

I am attaching a copy of a letter from the District Engineer concerning procedures on keeping the Interstate Bridge in line for Truman-Hobbs cooperation.

Very truly yours,

W. C. Williams
State Highway Engineer

By

C. S. Paxson
Assistant State Highway Engineer

CSP:fn
Encl.

cc Mr. W. C. Williams

U.S. ARMY ENGINEER DISTRICT, PORTLAND
CORPS OF ENGINEERS
628 PITTOCK BLOCK
PORTLAND 5, OREGON

NPPKS-4

February 25, 1958

NPP 800.6(Col. Riv.-Bridges)-6.

Oregon State Highway Department

Salem, Oregon

ATTENTION: Mr. G. S. Paxson,
Asst. State Highway Engineer

Gentlemen:

Acknowledgment is made of your letter of February 4, 1958, and of the plans, specifications and fact of advertising for bids for reconstruction of the existing Interstate bridge. Receipt of your change of date to March 27, 1958, is also acknowledged.

In reference to the last paragraph of your letter the next step in keeping the project eligible for Federal participation is the submitting of your recommended bid and the guaranty of cost by the bridge owners for consideration of the Corps of Engineers before actual award of contract.

So far as can be seen the required procedure has been followed to date. If any further questions arise, however, please contact this office at any time.

Very truly yours,

JACKSON GRAHAM
Colonel, Corps of Engineers
District Engineer

RECEIVED
FEB 2 3 1958
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
FEB 23 1958
FOR FILING

February 25, 1958

AIR MAIL

Mr. C. M. Zerr
Union Wire Rope Corporation
21st and Manchester
Kansas City, Missouri

Dear Mr. Zerr:

This has reference to our telephone conversation of this morning concerning sockets and wire rope for the Columbia River Interstate Bridge between Portland and Vancouver.

In answer to your questions, the following information is given:

1. Sockets. Since the new socket to be furnished must match the existing socket, I am sending you herewith a print from the original shop drawing for the sockets. You will notice that both open and closed sockets are required. Sockets will not be galvanized.

2. 6 x 37 hoisting rope. The 6 x 37 hoisting rope shown on Drawing 13512 has to do with the suggested procedure for changing out the sheaves. This is our suggestion only and under the specifications the contractor may submit alternate schemes for our approval. Under these specifications the contractor is responsible for the successful performance of the work. The minimum strength of 160 tons shown on this drawing is what we believe to be advisable under our suggested scheme. We do feel that this should be the flexible rope type.

3. We expect to use the existing operating cables as these were replaced only a few years ago. No operating cables will be required in this contract.

Very truly yours,

W. C. Williams
State Highway Engineer

By

G. S. Pesson
Assistant State Highway Engineer

GSP:gs
Attach.
cc Mr. W. C. Williams
Mr. Ivan D. Merchant

DOMESTIC SERVICE

Check the class of service desired; otherwise this message will be sent as a fast telegram

TELEGRAM	XX
DAY LETTER	
NIGHT LETTER	

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WESTERN UNION TELEGRAM

W. P. MARSHALL, PRESIDENT

1206 (4-55)

Check the class of service desired; otherwise the message will be sent at the full rate

FULL RATE	
LETTER TELEGRAM	
SHORE-SHIP	

NO. WDS.-CL. OF SVC.	PD. OR COLL.	CASH NO.	CHARGE TO THE ACCOUNT OF	TIME FILED

Send the following message, subject to the terms on back hereof, which are hereby agreed to

Salem, Oregon
February 20, 1958

C. M. Zarr
Union Wire Rope Corporation, 21st and Manchester
Kansas City, Missouri

Standard movable bridge specifications are published by American Association of State Highway Officials, 917 National Press Building, Washington, D. C., and are available from them.

G. S. Paxson
Assistant State Highway Engineer

Re: Portland-Vancouver Interstate Bridge

[illegible], (1) a contract had been awarded to Guy F. Atkinson Company on March 27, 1956 for the construction of the new bridge in the amount of $6,681,940; (2) that bonds in the amount of $9,300,000 had been sold, secured by a contract with the bondholders to charge tolls on both the new and the existing bridges when both structures were opened to traffic; (3) that work was underway on the new bridge substructure and the construction plant for the entire project was practically complete; and (4) that the U. S. Engineers had ordered revisions to the existing bridge estimated to cost $3,000,000 which would be done under a second contract to be let about January 1, 1958 and this second contract would be financed by the sale of additional bonds also paid off by tolls on both bridges.

Several possible procedures by which the project could be placed under Federal Aid were discussed.

1. The B.P.R. might approve the plans, specifications and contract now in operation, making this a Federal Aid project. Mr. Clark did not reject this scheme but stated several obstacles that would have to be overcome: (a) The project, while on US99, had not been specifically approved as a part of the Interstate Highway system. This could be remedied quite easily. (b) The 1956 Highway Act required hearings to be held for the north approach in Vancouver. It is believed that hearings have been held by the Washington Department of Highways. (Mr. Bugge is checking and will advise regarding this.) (c) The plans

NOTED
FORREST COOPER

CLASS OF SERVICE
This is a fast message unless its deferred character is indicated by the proper symbol.

WESTERN UNION
TELEGRAM

W. P. MARSHALL, PRESIDENT

1201

DL = Day Letter
NL = Night Letter
LT = International Letter Telegram

The filing time shown in the date line on domestic telegrams is STANDARD TIME at point of origin. Time of receipt is STANDARD TIME at point of destination

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PRA135 KA224

K LLA281 PD=WUX KANSAS CITY MO 20 208PMC=

1958 FEB 20 PM 2 00

STATE HIGHWAY COMMISSION=

SALEM ORG=

PLEASE AIRMAIL YOUR STANDARD SPECIFICATIONS FOR MOVEABLE BRIDGES TO UNION WIRE ROPE CORP 21ST & MANCHESTER KANSAS CITY MO=

C M ZERR UNION WIRE ROPE CORP RP=

NOTED
G. S. PAT[illegible]

THE COMPANY WILL APPRECIATE SUGGESTIONS FROM ITS PATRONS CONCERNING ITS SERVICE

Mr. Clark asked about the present status of the project. He was advised that, (1) a contract had been awarded to Guy F. Atkinson Company on March 27, 1956 for the construction of the new bridge in the amount of $6,681,940; (2) that bonds in the amount of $9,300,000 had been sold, secured by a contract with the bondholders to charge tolls on both the new and the existing bridges when both structures were opened to traffic; (3) that work was underway on the new bridge substructure and the construction plant for the entire project was practically complete; and (4) that the U. S. Engineers had ordered revisions to the existing bridge estimated to cost $3,000,000 which would be done under a second contract to be let about January 1, 1958 and this second contract would be financed by the sale of additional bonds also paid off by tolls on both bridges.

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NOTED
FORREST COOPER

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FEB 21 1958
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MEMORANDUM

POSSIBILITY OF APPLYING FEDERAL AID INTERSTATE HIGHWAY FUNDS

TO PORTLAND-VANCOUVER INTERSTATE BRIDGE

1171
1653

On Friday, August 31, 1956, Mr. Andrews, Division Engineer, Bureau of Public Roads, telephoned Mr. Williams and stated that Mr. A. C. Clark, Deputy Commissioner of Public Roads, had advised him that Senator Neuberger had contacted his office relative to the possibility of applying Federal and Interstate Highway funds on the Portland-Vancouver Interstate Bridge so that the structure could be operated as a free bridge. Mr. Clark wanted additional information upon which to base his answer to Senator Neuberger. It was arranged that the Oregon Highway Department would call Mr. Clark at 10 a.m., Tuesday, September 4.

Mr. Clark was called by telephone at that time and a conference was held between Mr. Clark, Mr. Cooper, Mr. Paxson and Mr. Enfield. Mr. Clark stated that he had been called by an attorney from Senator Neuberger's office (Mr. Lindy), advising that the Oregon State Motor Association was desirous of making the Portland-Vancouver Interstate Bridge free of tolls when opened to traffic and had asked him to ascertain whether this could be done by applying Federal Aid funds to the project. Mr. Clark gave him no definite advice but did tell him that any project on the Interstate Highway system is eligible for Federal Aid.

Mr. Clark asked about the present status of the project. He was advised that, (1) a contract had been awarded to Guy F. Atkinson Company on March 27, 1956 for the construction of the new bridge in the amount of $6,681,940; (2) that bonds in the amount of $9,300,000 had been sold, secured by a contract with the bondholders to charge tolls on both the new and the existing bridges when both structures were opened to traffic; (3) that work was underway on the new bridge substructure and the construction plant for the entire project was practically complete; and (4) that the U. S. Engineers had ordered revisions to the existing bridge estimated to cost $3,000,000 which would be done under a second contract to be let about January 1, 1958 and this second contract would be financed by the sale of additional bonds also paid off by tolls on both bridges.

Several possible procedures by which the project could be placed under Federal Aid were discussed.

1. The B.P.R. might approve the plans, specifications and contract now in operation, making this a Federal Aid project. Mr. Clark did not reject this scheme but stated several obstacles that would have to be overcome: (a) The project, while on US99, had not been specifically approved as a part of the Interstate Highway system. This could be remedied quite easily. (b) The 1956 Highway Act required hearings to be held for the north approach in Vancouver. It is believed that hearings have been held by the Washington Department of Highways. (Mr. Bugge is checking and will advise regarding this.) (c) The plans

NOTED
FORREST COOPER

and specifications while meeting B.P.R. standards were not submitted to or approved by the B.P.R. prior to taking bids and award of contract as required by B.P.R. regulations. Mr. Clark did not commit himself as to whether the Bureau of Public Roads could or would give such approval now that the contract had been let and a part of the work done. (d) The 1956 Highway Act provides that the U. S. Department of Labor must predetermine the minimum wages to be paid in accordance with the "Bacon-Davis" Act and that these minimums shall be set forth in the advertisement for bids and in the construction contract. The minimum wagesset forth in the contract equal or exceed the wages that would have been required by the "Bacon-Davis" Act but were not established by the U. S. Department of Labor. It is possible that the Department of Labor would give approval retroactive to the date of advertisement for bids.

A varient of this procedure would be for the B.P.R. to approve the contract insofar as the work yet to be done is concerned with the two states paying, from other funds, for work done prior to approval. Federal Aid would then not be used on work not having prior approval of the B.P.R., but the other obstacles discussed above would still have to be overcome.

2. A second procedure would be for the State to cancel the contract with Atkinson, making an adjustment with the contractor to cover costs to date, and readvertise the project after receiving B.P.R. approval. This would be very difficult for the State, and the adjustments would certainly exceed $500,000. As an alternate to complete cancellation, the State might allow the contractor to complete the substructure and approaches and cancel the steel trusses. The substructure work is estimated to cost $2,200,000 and the trusses, including deck and machinery, $4,480,000. The contractor has ordered practically all of the steel. Engineering work on the layout is well along. Cancelling even the steel will require a large adjustment with the contractor.

3. The third possible procedure is to proceed with the contract in the hope that the Congress will authorize reimbursement for facilities meeting Interstate standards, built or put under contract prior to the approval of the 1956 Highway Act. This act provides that the Congress will consider such reimbursement after receiving a report from the B.P.R. in January of 1958. There is no assurance that the Congress will authorize such reimbursement.

A subsequent conference between Mr. Reynolds, Mr. Bugge and Mr. Cooper was held by telephone. In order to explore the possibility of applying Federal Aid to this project, a tentative proposal under which the B.P.R. would approve the plans, specifications and contract for the project and accept it as a Federal Aid Interstate project is to be made jointly by the States of Oregon and Washington. The B.P.R. is to be requested to examine the proposal and advise as to its acceptability under the 1956 Highway Act.

September 5, 1956.

RECEIVED
FEB 13 1958
FOR FILING

February 17, 1958

Mr. D. B. Hodges, Secretary
Washington Toll Bridge Authority
Transportation Building
Olympia, Washington

Dear Mr. Hodges:

We have received a copy of the bill introduced in the Senate by Senator Magnuson providing for the use of Interstate Highway funds to retire bonds on the Interstate Bridge. This immediately raises the question as to the effect on the financing of the project by the two states should the bill pass. I am having our office draw up a statement of estimated total construction costs segregated by items that would be eligible for federal aid and items that would not be eligible.

In general, I believe this would be as follows:

Washington:

(1) One-half cost of new bridge over Columbia River.

(2) One-half cost of revision to existing bridge less one-half of the cooperation by the Federal Government under the Truman-Hobbs Act.

(3) Current project on Washington approaches.

(4) Right-of-way costs in Washington.

(5) Engineering costs incurred by Washington

Oregon:

(1) One-half cost of new bridge over Columbia River.

(2) One-half cost of revision to the existing bridge less one-half of the cooperation by the Federal Government under the Truman-Hobbs Act.

Oregon (cont.)

(3) All work on the Oregon approaches including the reconstruction of the Oregon Slough Bridge and the interchange structures at the south end of the project.

(4) Right-of-way costs in Oregon.

(5) Engineering costs incurred by Oregon.

A portion of the reconstruction costs on the existing bridge are in the nature of maintenance and may be ruled as ineligible for federal aid, but I believe we can support our position on the grounds that the work is necessary to bring the structure up to Interstate standards.

In addition to the construction costs, we have the financing costs including discount on the bonds, interest until the bonds are retired, attorney's fee and other incidental costs. The first date for the redemption of bond is 1961 and these costs undoubtedly will be a considerable sum. An estimate of such costs should be included with the construction costs if a complete picture is shown. Since you are handling the financial end of the project, this information should come from your office. If you can furnish it, I will combine it with the construction costs for a complete report.

Very truly yours,

W. C. Williams
State Highway Engineer

By

G. S. Paxson
Assistant State Highway Engineer

GSP:fn

cc Mr. W. A. Bugge, Director
Washington Department of Highways
Transportation Building
Olympia, Washington

Mr. W. C. Williams
Mr. C. A. Gardner

Mr. MAGNUSON

introduced the following bill; which was read twice and referred to the Committee on

A BILL

To enable the States of Washington and Oregon to open the new Interstate Bridge over the Columbia River between Vancouver, Washington, and Portland, Oregon, constituting a portion of the National System of Interstate and Defense Highways, as a toll free bridge by providing for the reimbursement of such States for the Federal share of the costs of construction of such bridge.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That whenever the States of Washington and Oregon take such action as may be necessary to provide for the operation and maintenance of the new Interstate Bridge over the Columbia River between Vancouver, Washington, and Portland, Oregon, as a toll free bridge, the Secretary of Commerce, upon application made to him by such States, is authorized and directed to reimburse each of such States, out of any funds available to pay sums apportioned to it under section 108 (c) or section 108 (d) of the Federal-Aid Highway Act of 1956, the Federal share (as defined in section 108 (e) of such Act) of so much of the portion of the cost borne by it for the construction of such bridge as has not been collected from the proceeds of tolls imposed for the use of such bridge. In the event any Act hereafter enacted shall provide for the reimbursement of States for portions of highways described in section 114 of the Federal-Aid Highway Act of 1956, otherwise than from funds apportioned to them under section 108 (c) or section 108 (d) of such Act, nothing in this Act and no action taken by the States of Washington and Oregon or the Secretary of Commerce pursuant to this Act shall be

deemed to preclude the States of Washington and Oregon from obtaining the benefits of such Act hereafter enacted with respect to such bridge.

FOR RELEASE UPON RECEIPT

FROM THE OFFICE OF SENATOR ? WARREN G. MAGNUSON, AND HENRY M. JACKSON, BOTH D., WASH.

Toll-free operation of the Interstate Bridge between Vancouver, Wash., and Portland, Ore. was sought today by Senator Warren G. Magnuson and Henry M. Jackson, both D., Wash.

Two alternatives would be open to Washington and Oregon highway officials under legislation introduced by Magnuson and Jackson so that bond holders would be repaid for funds advanced to construct the new north-bound span and to remodel the south-bound bridge.

Instead of retiring the bond issue through tolls, the two States could earmark a portion of inter-state highway receipts from the federal government, under one alternative in the Magnuson-Jackson bill.

Under a second alternative, the bond issue could be retired when Congress provides additional funds to cover improvements made by individual states to the interstate highway system between August 2, 1947 and June 30, 1957.

Magnuson termed the second alternative the "best in the long term picture since it would represent no long-term drain upon other interstate highway improvements needed in Washington State".

However, Magnuson pointed out, the first alternative plan would insure a toll free bridge "whenever the States of Washington and Oregon take such action as may be necessary to provide for the operation and maintenance of the structure on a toll free basis and make application to the Secretary of Commerce and have it approved."

This plan of action would forestall bridge tolls until Congress develops a plan to reimburse states for improvement projects undertaken between August 2, 1947 and June 30, 1957.

"Since $6 billion in highway improvements were started during this period of time," Jackson said, "it naturally will take some time for Congress to resolve this issue."

Magnuson said the measure was "first of its kind to be introduced" and "should be instrumental in bringing the matter to a head."

0-0-0-0-0 1/20/58

WALTER NORBLAD
FIRST DISTRICT
OREGON

OFFICES:
1128 HOUSE OFFICE BUILDING
WASHINGTON 25, D. C.

220 POST OFFICE BUILDING
SALEM, OREGON

COMMITTEES:
ARMED SERVICES
COMMITTEE ON COMMITTEES

Congress of the United States
House of Representatives
Washington, D. C.

January 17, 1958

Mr. H. B. Glaisyer, Secretary
State Highway Department
Salem, Oregon

Dear Mr. Glaisyer:

Thank you very much for your letter enclosing the resolution of the Highway Commission with reference to the Portland-Vancouver Inter-State Bridge.

I fully concur with the views which they have expressed.

I am sorry I have not sooner answered your letter but unfortunately it was sent to my house rather than to my office on December 4th and when I returned here on December 24th, it apparently got mixed up with the Christmas cards and the other abundance of Christmas mail and when my wife was clearing out her correspondence the other day, it then came to light. I would appreciate it if you would hereafter direct any letters to the office.

With best wishes, I am,

Sincerely,

Walter

WN/f

WALTER NORBLAD

NOTED
H. B. GLAISYER

RECEIVED
JAN 21 1958
OREGON
STATE HIGHWAY COMMISSION

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FOR FILING
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4653

January 3, 1958

Hon. Warren G. Magnuson
United States Senate
Washington, D. C.

Dear Senator Magnuson:

I am forwarding to you today, under separate cover, a copy of the Proceedings of the Thirty-Sixth Annual Conference of the Western Association of State Highway Officials that was held in Houston, Texas, during June 1957. It was my thought that it contained matters that would be of interest to you.

I wish to take the opportunity to thank you for sending me the letter that you received from Mr. C. W. Enfield, General Counsel of the U.S. Bureau of Public Roads, dated December 23, 1957 which I have just received. Your interest in the toll free operation of the Portland-Vancouver Interstate Bridge System to which the letter refers is much appreciated.

Sincerely yours,

Secretary
OREGON STATE HIGHWAY COMM.

HBG:jmc

Answering mail 1/3/58

December 30, 1957

Hon. Warren G. Magnuson
United States Senate
Washington, D. C.

Dear Senator Magnuson:

I wish to acknowledge and thank you very much for the copy of the letter that you received from Mr. C. W. Enfield, General Counsel, United States Bureau of Public Roads, concerning operation of the Portland-Vancouver Interstate Bridge as a toll free facility.

The members of the Oregon State Highway Commission will be very much interested in the information contained therein, and it will be my pleasure to bring the letter to their attention as well as to the attention of the State Highway Engineer, Mr. W. C. Williams.

Extending to you the best of the season's greetings, I remain

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

HBG:jmc

cc: Commissioners
W. C. Williams

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
WASHINGTON 25

IN YOUR REPLY PLEASE REFER TO FILE NO. 26-12

December 23, 1957

Dear Mr. Glaisyer:

Was glad to contact the Bureau with reference to this matter. Kind regards.

WGM

WARREN G. MAGNUSON, U.S.S.

Honorable Warren G. Magnuson
United States Senate
Washington, D. C.

Dear Senator Magnuson:

Reference is made to your communication of December 17, 1957, transmitting a letter dated December 4, 1957, from Mr. H. B. Glaisyer, Secretary, Oregon State Highway Commission, together with a certified copy of a resolution (Miscellaneous Resolution No. 209) adopted by the Commission with respect to the toll-free operation of the Portland-Vancouver Interstate Bridge System.

The Secretary of Commerce received a similar letter from Mr. Glaisyer to which we replied on December 19, 1957. A copy of this letter is enclosed. In connection with this matter, you may also wish to refer to our letter to you dated December 17, 1957, concerning a letter from Mr. K. M. Engebretsen, Manager, Port of Vancouver, Washington.

As you have requested, the material which you forwarded is returned herewith. Please do not hesitate to call on us if we can be of further assistance to you.

Sincerely,

C. W. ENFIELD
General Counsel

Enclosures

(Photo copies sent on 1-3-58 to the following: Commissioners & Williams)

ACKNOWLEDGED
H. B. GLAISYER

RECEIVED
JAN 3 1958
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
FOR FILING
IN YOUR REPLY PLEASE
REFER TO FILE NO. 26-10

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
WASHINGTON 25, D. C.

December 19, 1957

AGENDA
JAN 16 1958
5-f

Mr. H. B. Glaisyer
Secretary, Oregon State Highway Commission
State Highway Department
Salem, Oregon

Dear Mr. Glaisyer:

Your letter of December 4, 1957, to Mr. Sinclair Weeks, Secretary of Commerce, enclosing a resolution of the Oregon State Highway Commission with respect to the imposition of toll charges for the use of the Portland-Vancouver Interstate Bridge System, has been referred to me for reply.

Section 114 of the Federal-Aid Highway Act of 1956 provides that it is declared to be the intent and policy of the Congress to determine whether or not the Federal Government should equitably reimburse any State for a portion of a highway which is on the Interstate System, the construction of which has been completed subsequent to August 2, 1947, or which is either in actual use or under construction by contract, for completion, awarded not later than June 30, 1957. That section further provides that the time, method and amounts of such reimbursement, if any, shall be determined by the Congress following a study which the Secretary of Commerce is authorized and directed to conduct.

The study referred to in section 114 of the Federal-Aid Highway Act of 1956, has been conducted in cooperation with the State highway departments, and the results of that study will be presented to the Congress, as required by law.

The importance of the determination to be made by the Congress is fully appreciated by all concerned, and I am sure that the action taken by the Congress will be in accordance with the best interests of the Nation.

Sincerely,

C. W. Enfield

C. W. ENFIELD
General Counsel

RECEIVED
DEC 21 1957
OREGON
STATE HIGHWAY COMMISSION

NOTED
H. B. GLAISYER

(Copies sent to following on 12-26-57 -- Commissioners, Williams & Lindas)

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
WASHINGTON 25, D. C.

IN YOUR REPLY PLEASE
REFER TO FILE NO. 26-00

December 19, 1957

Mr. H. B. Glaisyer, Secretary
Oregon State Highway Department
State Highway Department Building
Salem, Oregon

Dear Herb:

You might "needle" Bill Mansfield who apparently prepared the resolution enclosed with your letter to Secretary Weeks of December 4, 1957, by pointing out that some of his recitals are erroneous by reason of quoting only parts of the provisions of Section 114 of the Federal-Aid Highway Act of 1956 in drawing wrong conclusions therefrom.

In his seventh "WHEREAS" paragraph he recites that the Act declared the intent and policy to "equitably reimburse" States for certain highways; whereas, the law declares the intent and policy of Congress "to determine whether or not the Federal Government should equitably reimburse" any State for certain highways. There is a big difference between a declaration of intent and policy to actually reimburse as distinguished from an intent and policy to merely determine whether or not to reimburse.

The same erroneous conclusion is apparently carried forward in the ninth "WHEREAS" paragraph.

I appreciate receiving your letter relative to the party to be held for Bill Stiffler honoring him in advance of his retirement, and I would have liked nothing better than to be there for the festivities. Of course, it was impossible to do so. I plan to write to Bill within the next few days and congratulate him upon "becoming of age".

I wish to again thank you for keeping me so well informed of the activities in the highway department, which is my principal love, by the timely mailing of copies of the agendas and minutes of the Commission's meetings. Bob, Arleta and I all enjoy reading these documents, far more now than we did when in Oregon, because it is the next best thing to a visit home.

Sullie and I extend to you and Mrs. Glaisyer our fondest wishes for a happy holiday season and a most successful and rewarding new year.

With warm personal regards,

Sincerely,

C. W. ENFIELD
General Counsel

RECEIVED
DEC 3 1957
OREGON
STATE HIGHWAY COMMISSION

NOTED
H. B. GLAISYER

December 17, 1957

...ember 5, 1957,
...ort of Vancouver,
...Resolution No. 873
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...to call on us. If you need ...
...is returned herewith.

Sincerely,

C. W. [illegible]
General Counsel.

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
WASHINGTON 25, D. C.

IN YOUR REPLY PLEASE REFER TO FILE NO. 26-12

December 17, 1957

Honorable Warren G. Magnuson
United States Senate
Washington, D. C.

Dear Senator Magnuson:

This is in reply to your communication of December 5, 1957, enclosing a letter from Mr. E. K. Engbretson, Manager, Port of Vancouver, Washington, to which was attached a certified copy of Resolution No. 273 adopted by the Board of Commissioners of the Port of Vancouver, Washington, on November 12, 1957, and a letter from Mr. Will Gibson, Auditor of the City of Portland, enclosing a certified copy of Resolution No. 27855, adopted by the City Council of Portland, Oregon, on November 13, 1957. These resolutions relate to the toll-free operation of the Portland-Vancouver Interstate Bridge.

It is understood that it is now planned that the Portland-Vancouver Interstate Bridge will be operated as a toll facility after completion of the portion thereof now under construction and reconstruction of the existing bridge which is adjacent thereto. Whether the bridge is to be operated as a toll facility or as a free bridge is, of course a matter for the determination of the States involved. The operation of the bridge as a toll facility is not inconsistent with existing law and policy regarding the Federal-aid systems.

You may be interested in knowing, however, that the new portion of the bridge across the Columbia River is included as a part of the study and report required to be made by the Secretary of Commerce under section 11h of the Federal-Aid Highway Act of 1956 (70 Stat. 374). Said section 11h is entitled "Determination of Policy With Respect to Reimbursement for Certain Highways". This report will be submitted to Congress within ten days subsequent to January 2, 1958.

It is hoped that this information may prove helpful to you. If we can be of further assistance in this matter, please do not hesitate to call on us. As you have requested, the material which you enclosed is returned herewith.

Sincerely,

C. D. Curtis
Chief Engineer

WAM:ma:rn
11-26-57

AGENDA
DEC 5 1957
VB#7

RESOLUTION

WHEREAS, the Oregon Legislature in 1953 and 1955, and the Washington Legislature in 1953, authorized the sale of bonds to finance an additional bridge between Portland, Oregon and Vancouver, Washington; and

WHEREAS, an agreement was entered into on August 9, 1954, between the Oregon State Highway Commission, the Washington State Highway Commission, and the Washington Toll Bridge Authority, said agreement detailing the obligations of the parties as to the construction and financing of said bridge; and

WHEREAS, pursuant to said agreement, the Washington Toll Bridge Authority on March 27, 1956, sold bonds in the amount of $9,300,000 face value; and

WHEREAS, pursuant to said agreement, the Oregon State Highway Commission on March 27, 1956, awarded the contract for the construction of said bridge (said contract not including, however, the work for the entire project); and

WHEREAS, within three months of the awarding of the aforesaid contract, the Federal Highway and Highway Revenue Acts of 1956 were signed into law by the President of the United States; and

WHEREAS, the aforesaid congressional acts generally provided for heavy Federal contributions to the several states for future construction of highways and highway facilities which are designated as part of the National System of Interstate and Defense Highways; and

WHEREAS, the aforesaid Federal acts did not provide for Federal contributions to the states for highway construction which had already been undertaken or completed at the time the said acts became law, except that said acts declared an intent and policy to "equitably reimburse those states for any portion of a highway which is on the Interstate System, whether toll or free, the construction of which has been completed subsequent to August 2, 1947, or which is either in actual use or under construction by contract, for completion, awarded not later than June 30, 1957, and such highway meets the standards required by this title for the Interstate System"; and

WHEREAS, said acts directed the Secretary of Commerce to study and collect all facts relevant to the problem and to report said facts to the Federal Congress not later than January 12, 1958; and

WHEREAS, said acts "declared the policy and intent of the Congress to provide funds necessary to make such reimbursements to the States as may be determined"; and

WHEREAS, the said Portland-Vancouver bridge will be and is an integral portion of the Interstate Highway System; and

WHEREAS, a toll bridge charge will be imposed at the time of the completion of the Portland-Vancouver Interstate Bridge System unless early action is taken by the Congress to provide for Federal financial participation in the cost of said bridge project; and

WHEREAS, it is the opinion of the Oregon State Highway Commission that the said Portland-Vancouver Interstate Bridge System should be operated as a toll free facility;

NOW, THEREFORE, BE IT RESOLVED:

1. That the said Highway Commission strongly favors Federal action toward the end that the Portland-Vancouver Interstate Bridge System be, and continue to be, operated as a toll free facility.

2. That the said Commission does recommend and does respectfully petition the Congress of the United States and the Secretary of Commerce to take steps necessary to the passage of legislation which would allow the Portland-Vancouver Interstate Bridge System to be, and to continue to be, operated as a toll free facility.

3. That copies of this resolution be forwarded to the Secretary of Commerce of the United States and to the members of the Congressional delegations of Washington and Oregon.

4. That this be entered in full in the minutes and records of the Commission this _____ day of _____, 1957, as _____ Resolution No. _____.

WAM:ma:rn
11-26-57

November 25, 1957

Port of Vancouver
P. O. Box 570
Vancouver, Washington

Attention: Mr. K. M. Engebretsen
Manager

Gentlemen:

Received in today's mail was your letter of November 22, 1957 transmitting a copy of your resolution No. 273 urging that the Portland-Vancouver Inter-state Bridge be continued as a toll-free bridge by including construction of the same under the Federal Highway Construction Act of 1956.

The letter and resolution will be brought to the attention of the members of the State Highway Commission and the State Highway Engineer for their information.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

HBG:jmc

cc: Commissioners
W. C. Williams

COMMISSIONERS
Richard J. Larson
Geo. G. Cadwell
Otto Neth

Ken Engebretsen, Manager
Al Wechner, Auditor

PORT OF VANCOUVER

P. O. BOX 570
VANCOUVER, WASHINGTON

Phones:
Portland BUtler 9-8803
Vancouver OXford 3-3611

Dale McMullen
Counsel

November 22, 1957

Department of Highways
State of Oregon
Capitol Building
Salem, Oregon

Gentlemen:

Please find enclosed a certified copy of Resolution No. 273 adopted by the Board of Commissioners of the Port of Vancouver, Washington on November 12, 1957, urging that the Portland-Vancouver Interstate Bridge be continued as a toll-free bridge by including the construction under the Federal Highway Construction Act of 1956.

Very truly yours,

PORT OF VANCOUVER

K. M. Engebretsen

K. M. Engebretsen,
Manager

KME:jk

Encl.

RECEIVED
NOV 25 1957
OREGON
STATE HIGHWAY COMMISSION

ACKNOWLEDGED
H. B. GLAISYER

RESOLUTION

NO. 273

WHEREAS, the Commissioners of the Port of Vancouver are in regular session assembled at their office at Terminal No. 2 in Vancouver, Clark County, Washington; and,

WHEREAS, they have been discussing the construction of a second Interstate Bridge over the Columbia River between Clark County, Washington, and Multnomah County, Oregon, directly connecting the Cities of Vancouver, Washington, and Portland, Oregon, and which bridge will become a part of U. S. Highway No. 99, which runs in a general northerly and southerly direction through the States of Washington, Oregon and California; and,

WHEREAS, it is the understanding of said Commissioners that it is the plan of the authorities to charge tolls on said new structure and on the existing Interstate Bridge at said place for the purpose of paying the costs of constructing said new bridge and of remodeling the existing bridge; and,

WHEREAS, the imposition of such tolls will impose an inequitable and onerous burden upon residents of Vancouver and Clark County, Washington, who are employed in Oregon and would be making daily trips over such bridges from their homes to work and return; and,

WHEREAS, it appears to said Commissioners that a large portion of the costs of the new bridge and of the modification of the existing bridge has resulted from regulations, restrictions and requirements imposed by federal agencies; and,

WHEREAS, said Port Commissioners are of the opinion that Congress in enacting Section 109, of Public Law 627, intended all portions of the federal highway system to be free to the use of the public and free from tolls and such similar charges.

NOW, THEREFORE, IT IS HEREBY RESOLVED by said Commissioners that they go on record as recommending and petitioning the Governors of the States of Washington and Oregon and the respective Highway Commissions of said states and the Members of Congress from said states to exert all effort to cause to be introduced such legislation as may be required to eliminate the charging of tolls on either of said Interstate Bridges and providing for the payment of the costs

to be incurred through the projects mentioned by funds available under the present highway programs; and,

IT IS FURTHER RESOLVED that certified copies of this resolution shall be forwarded by the Clerk of this Board to the Governor of the State of Washington, the Governor of the State of Oregon, the Chairman of the Highway Commission of each state, to the Mayor and Council of the City of Vancouver, the Mayor and Council of the City of Portland, and to the Congressmen and United States Senators from the State of Washington.

ADOPTED THIS 12th day of November, 1957.

/s/ Richard J. Larson
Chairman

/s/ Geo. G. Cadwell
Commissioner

(SEAL)

/s/ Otto Neth
Secretary

ATTEST:

/s/ A. R. Wechner
Clerk of Board

I, A. R. Wechner, hereby certify that I am the Clerk of the Board of Commissioners of the Port of Vancouver, that the foregoing is a true, full, and correct copy of Resolution No. 273, the original of which remains on file as a part of the official records of said Port Commission.

Dated this 22nd day of November, 1957.

A. R. Wechner, Clerk of the
Board of Commissioners
Port of Vancouver
Clark County, Washington

7971 Vancouver Interstate and Folder #7
Oregon Slough Bridge
#4653 1957

FORM E-123X 50M 8-57

RECEIVED
JAN 7 - 1958
FOR FILING

COMMISSIONERS
CHAS. H. REYNOLDS, CHAIRMAN
LA GRANDE
M. K. McIVER, MEMBER
PORTLAND
ROBERT B. CHESSMAN, MEMBER
ASTORIA
H. B. GLAISYER, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

December 30, 1957

Hon. Warren G. Magnuson
United States Senate
Washington, D. C.

NOTED
State Highway Engineer

Dear Senator Magnuson:

I wish to acknowledge and thank you very much for the copy of the letter that you received from Mr. C. W. Enfield, General Counsel, United States Bureau of Public Roads, concerning operation of the Portland-Vancouver Interstate Bridge as a toll free facility.

The members of the Oregon State Highway Commission will be very much interested in the information contained therein, and it will be my pleasure to bring the letter to their attention as well as to the attention of the State Highway Engineer, Mr. W. C. Williams.

Extending to you the best of the season's greetings, I remain

Respectfully yours,

H B Glaisyer

Secretary
OREGON STATE HIGHWAY COMM.

HBG:jmc

cc: Commissioners
W. C. Williams

RECEIVED
1957
OFFICE OF
STATE HIGHWAY ENGINEER

Department of Commerce
BUREAU OF PUBLIC ROADS
Washington 25, D. C.

In your reply please
refer to file no. 26-12

December 17, 1957

Honorable Warren G. Magnuson
United States Senate
Washington, D. C.

COPY

Dear Senator Magnuson:

This is in reply to your communication of December 5, 1957, enclosing a letter from Mr. K. M. Engebretsen, Manager, Port of Vancouver, Washington, to which was attached a certified copy of Resolution No. 273 adopted by the Board of Commissioners of the Port of Vancouver, Washington, on November 12, 1957, and a letter from Mr. Will Gibson, Auditor of the City of Portland, enclosing a certified copy of Resolution No. 27455, adopted by the City Council of Portland, Oregon, on November 13, 1957. These resolutions relate to the toll-free operation of the Portland-Vancouver Interstate Bridge.

It is understood that it is now planned that the Portland-Vancouver Interstate Bridge will be operated as a toll facility after completion of the portion thereof now under construction and reconstruction of the existing bridge which is adjacent thereto. Whether the bridge is to be operated as a toll facility or as a free bridge is, of course a matter for the determination of the States involved. The operation of the bridge as a toll facility is not inconsistent with existing law and policy regarding the Federal-aid systems.

You may be interested in knowing, however, that the new portion of the bridge across the Columbia River is included as a part of the study and report required to be made by the secretary of Commerce under section 114 of the Federal-Aid Highway Act of 1956 (70 Stat. 374). Said section 114 is entitled "Determination of Policy With Respect to Reimbursement for Certain Highways". This report will be submitted to Congress within ten days subsequent to January 2, 1958.

It is hoped that this information may prove helpful to you. If we can be of further assistance in this matter, please do not hesitate to call on us. As you have requested, the material which you enclosed is returned herewith.

Sincerely,

/s/ C. W. Enfield

C. W. Enfield
General Counsel

Enclosures

Department of Commerce
BUREAU OF PUBLIC ROADS
Washington 25, D. C.

In your reply please
refer to file no. 26-12

December 17, 1957

Honorable Warren G. Magnuson
United States Senate
Washington, D. C.

COPY

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Sincerely,

/s/ C. W. Enfield

C. W. Enfield
General Counsel

Enclosures

RECEIVED
JAN 1 1958
FOR FILING

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
WASHINGTON 25

COPY FOR MR. W. C. Williams
From H. B. Glaisyer, Secretary

December 23, 1957

IN YOUR REPLY PLEASE
REFER TO FILE NO. 26-12

NOTED
State Highway Engineer

Dear Mr. Glaisyer:

Was glad to contact the Bureau with reference to this matter.
Kind regards.

WGM

WARREN G. MAGNUSON, U.S.S.

Honorable Warren G. Magnuson
United States Senate
Washington, D. C.

Dear Senator Magnuson:

Reference is made to your communication of December 17, 1957, transmitting a letter dated December 4, 1957, from Mr. H. B. Glaisyer, Secretary, Oregon State Highway Commission, together with a certified copy of a resolution (Miscellaneous Resolution No. 209) adopted by the Commission with respect to the toll-free operation of the Portland-Vancouver Interstate Bridge System.

The Secretary of Commerce received a similar letter from Mr. Glaisyer to which we replied on December 19, 1957. A copy of this letter is enclosed. In connection with this matter, you may also wish to refer to our letter to you dated December 17, 1957, concerning a letter from Mr. K. M. Engebretsen, Manager, Port of Vancouver, Washington.

As you have requested, the material which you forwarded is returned herewith. Please do not hesitate to call on us if we can be of further assistance to you.

Sincerely,

C. W. ENFIELD
General Counsel

Enclosures

ACKNOWLEDGED
H. B. GLAISYER

RECEIVED
JAN 3 1958
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
JAN 6 1958
FOR FILING

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
WASHINGTON 25

COPY FOR MR. H. B. Glaisyer, Secretary

December 23, 1957

IN YOUR REPLY PLEASE REFER TO FILE NO. 26-12 7921

NOTED
State Highway Engineer

Dear Mr. Glaisyer:

Was glad to contact the Bureau with reference to this matter. Kind regards.

WGM

WARREN G. MAGNUSON, U.S.S.

Honorable Warren G. Magnuson
United States Senate
Washington, D. C.

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Sincerely,

C. W. ENFIELD
General Counsel

Enclosures

ACKNOWLEDGED
H. B. GLAISYER

RECEIVED
JAN 8 1958
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
JAN 7 - 1958
FOR FILING
IN YOUR REPLY PLEASE
REFER TO FILE NO. 26-10
1153

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
WASHINGTON 25, D. C.

December 19, 1957

NOTED
State Highway Engineer

COPY FOR MR. .....
From H. B. Glaisyer, Secretary

Mr. H. B. Glaisyer
Secretary, Oregon State Highway Commission
State Highway Department
Salem, Oregon

Dear Mr. Glaisyer:

Your letter of December 4, 1957, to Mr. Sinclair Weeks, Secretary of Commerce, enclosing a resolution of the Oregon State Highway Commission with respect to the imposition of toll charges for the use of the Portland-Vancouver Interstate Bridge System, has been referred to me for reply.

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The importance of the determination to be made by the Congress is fully appreciated by all concerned, and I am sure that the action taken by the Congress will be in accordance with the best interests of the Nation.

Sincerely,

C. W. Enfield

C. W. ENFIELD
General Counsel

RECEIVED
DEC 21 1957
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
DEC 26 1957
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
H. B. GLAISYER

DENNIS CHAVEZ, N. MEX., CHAIRMAN
ROBERT S. KERR, OKLA.
ALBERT GORE, TENN.
PAT MCNAMARA, MICH.
RICHARD L. NEUBERGER, OREG.
W. KERR SCOTT, N. C.
JOHN A. CARROLL, COLO.
EDWARD MARTIN, PA.
FRANCIS CASE, S. DAK.
THOMAS H. KUCHEL, CALIF.
NORRIS COTTON, N. H.
ROMAN L. HRUSKA, NEBR.
CHAPMAN REVERCOMB, W. VA.
FILO M. SEDILLO, CHIEF CLERK

United States Senate

COMMITTEE ON PUBLIC WORKS

December 19, 1957

RECEIVED
DEC 21 1957
FOR FILING

Mr. H. B. Glaisyer, Secretary
Oregon State Highway Commission
State Highway Department
Salem, Oregon

Dear Mr. Glaisyer:

Senator Neuberger has not returned from Oregon, so I am replying to your letter about the resolution adopted by the Oregon State Highway Commission relative to the Portland-Vancouver Interstate Bridge.

A copy of your resolution is being forwarded to the Senate Public Works Committee for inclusion in the record of hearings held in Portland on this matter.

Sincerely,

Lloyd Tupling
Assistant to
Senator Richard L. Neuberger

LT:jc

NOTED
H. B. GLAISYER

RECEIVED
DEC 24 1957
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
HAL HOLMES
DEC 21 1957
FOR FILING

TTEE ON
AND MEANS

Congress of the United States

House of Representatives

Washington, D. C.

7171
4623

December 18, 1957

1957

Dear Mr. Glaisy:

As Mr. Holmes is in his District during the adjournment of Congress, I am taking the liberty of acknowledging receipt of your communication of December 4.

Your letter and the enclosed resolution will be brought to Mr. Holmes' attention when he returns for the convening session of Congress, and I know he will appreciate having the information.

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Ramp. This
now being processed

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Very truly yours,

Assistant to
HAL HOLMES, M.C.

Mr. H. G. Glaisy, Secretary
Oregon State Highway Commission
Salem, Oregon

mrs,

son
per

NOTED
H P GLAISYER

RECEIVED
DEC 23 57
OREGON
STATE HIGHWAY COMMISSION

NOTED

RECEIVED
DEC 19 1957
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
DEC 21 1957
FOR FILING

COMMISSIONERS
CHAS. H. REYNOLDS, CHAIRMAN
LA GRANDE
M. K. McIVER, MEMBER
PORTLAND
ROBERT B. CHESSMAN, MEMBER
ASTORIA
H. B. GLAISYER, SECRETARY
SALEM

1971
4653

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

December 17, 1957

Guy F. Atkinson Company
P. O. Box 158
North Portland, Oregon

Attention: Mr. George T. McCoy, Jr.,
Project Manager

Gentlemen:

We have received the signed Price Agreement No. 5 covering the cost of increasing the roadway width on the Oregon Slough Bridge and providing a deceleration lane for traffic using the Swift Ramp. This Price Agreement has been approved by this office and is now being processed for payment.

On this Price Agreement you made a statement as follows: "With rights reserved for time extension to compensate for delay to work". You always have the right to request an extension of time if, in your opinion, additional work or some other reason has caused a delay in the completion of the entire project.

Very truly yours,

P. M. Stephenson
Bridge Engineer

PMS/mm

cc: Marshall Dresser
G. S. Paxson

NOTED

RECEIVED
DEC 19 1957
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
DEC 20 1957
FISHING

THEODORE FRANCIS GREEN, R. I., CHAIRMAN
J. W. FULBRIGHT, ARK.
JOHN SPARKMAN, ALA.
HUBERT H. HUMPHREY, MINN.
MIKE MANSFIELD, MONT.
WAYNE MORSE, OREG.
RUSSELL B. LONG, LA.
JOHN F. KENNEDY, MASS.
ALEXANDER WILEY, WIS.
H. ALEXANDER SMITH, N. J.
BOURKE B. HICKENLOOPER, IOWA
WILLIAM LANGER, N. DAK.
WILLIAM F. KNOWLAND, CALIF.
GEORGE D. AIKEN, VT.
HOMER E. CAPEHART, IND.

CARL MARCY, CHIEF OF STAFF
C. C. O'DAY, CLERK

United States Senate

COMMITTEE ON FOREIGN RELATIONS

December 17, 1957

Mr. H. B. Gearsy, Sr., Secretary
Oregon State Highway Comm.
State of Oregon
State Highway Department
Salem, Oregon

Dear Mr. Gearsy:

Your recent letter addressed to Senator Morse reached our office after the Senator's departure for New Delhi, India, where he is serving as Chairman of the Senate delegation attending the Commonwealth Interparliamentary Association meeting.

Your letter will be brought to the Senator's attention upon his return to the United States early in January. I am sure he will be most appreciative of your having written.

Sincerely yours,

Wm. Berg, Jr.

William Berg, Jr.
Administrative Assistant to
Senator Morse

WB/r

NOTED
H. B. GLAISYER

RECEIVED
DEC 2 1957
COMMISSION
STATE HIGHWAY COMMISSION

RECEIVED
1957

WARREN G. MAGNUSON, WASH., CHAIRMAN
JOHN O. PASTORE, R. I.
A. S. MIKE MONRONEY, OKLA.
GEORGE A. SMATHERS, FLA.
ALAN BIBLE, NEV.
STROM THURMOND, S. C.
FRANK J. LAUSCHE, OHIO
RALPH YARBOROUGH, TEX.
JOHN W. BRICKER, OHIO
ANDREW F. SCHOEPPEL, KANS.
JOHN MARSHALL BUTLER, MD.
CHARLES E. POTTER, MICH.
WILLIAM A. PURTELL, CONN.
FREDERICK G. PAYNE, MAINE
NORRIS COTTON, N. H.

EDWARD JARRETT, CHIEF CLERK

United States Senate

COMMITTEE ON
INTERSTATE AND FOREIGN COMMERCE

December 17, 1957

NOTED
H B GLAISYER

Mr. H. B. Glaisyer, Secretary
Oregon State Highway Commission
State of Oregon
Salem, Oregon

Dear Mr. Glaisyer:

Thank you for your letter of December 4 and copy of the resolution that was adopted by the Commission with respect to the operation of the Portland-Vancouver Interstate Bridge System as a toll-free facility.

As you know, this proposal is before the Bureau of Public Roads, Department of Commerce and I shall see that they are informed about your Resolution.

Kindest regards.

Sincerely,

Warren G. Magnuson

WGM:R

WARREN G. MAGNUSON, U.S.S.

RECEIVED
DEC 3 1957
OREGON
STATE HIGHWAY COMMISSION

THOR C. TOLLEFSON
5TH DISTRICT, WASHINGTON

RECEIVED
PIERCE COUNTY 1957
KING COUNTY (PART)
FOR FILING

COMMITTEE:
MERCHANT MARINE AND FISHERIES

SUBCOMMITTEES:
MARITIME AFFAIRS
FISH AND WILDLIFE

Congress of the United States
House of Representatives
Washington, D. C.

December 17, 1957

Mr. H. B. Glaisyer
Secretary
State of Oregon Highway Department
Salem, Oregon

Dear Mr. Glaisyer:

This will acknowledge receipt of your letter of December 4th in which you enclose a certified copy of a Resolution adopted by the Oregon State Highway Commission relative to the Portland-Vancouver Interstate Bridge System. Thank you for sending it to me.

I shall be pleased to support its objectives.

Very truly yours,

Thor C. Tollefson

THOR C. TOLLEFSON, M. C.

TCT:ej

NOTED
H. B. GLAISYER

RECEIVED
DEC 23 1957
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
JAN 3 - 1958
FOR FILING

COMMISSIONERS
ERNEST A. COWELL, CHAIRMAN
EUREKA
H. E. MORGAN
LONGVIEW
C. E. STONE
SPOKANE
R. A. MOISIO
TACOMA
ERNEST J. KETCHAM
SEATTLE

LORENZ GOETZ, SECRETARY
OLYMPIA

STATE OF WASHINGTON
ALBERT D. ROSELLINI, GOVERNOR

WASHINGTON
STATE HIGHWAY COMMISSION
DEPARTMENT OF HIGHWAYS

W. A. BUGGE, DIRECTOR
TRANSPORTATION BUILDING
OLYMPIA

DISTRICT OFFICES
NO. 1 SEATTLE 8
6431 CORSON AVE.
NO. 2 WENATCHEE
P. O. BOX 98
NO. 3 OLYMPIA
P. O. BOX 327
NO. 4 VANCOUVER
4200 MAIN STREET
NO. 5 YAKIMA
P. O. BOX 62
NO. 6 SPOKANE 21
N. 2020 MAYFAIR ST.
NO. 7 SEATTLE 4
480 SPOKANE ST.

December 16, 1957

Mr. W. C. Williams,
State Highway Engineer
Oregon State Highway Department
Salem, Oregon

Attention: Mr. W. W. Stiffler

Dear Sir:

Permit Agreement 1753
Interstate Bridge
Cable Crossing Permit P-50

Attached hereto are three copies of an agreement terminating a permit between the Oregon State Highway Commission, the Pacific Telephone and Telegraph Company, and the Washington State Department of Highways.

This permit is being returned to you for further execution.

Please return one copy of this permit after execution for our permanent files.

Very truly yours,

W. A. BUGGE
Director of Highways

E. L. Massey

By: E. L. MASSEY
Comptroller

WAB:W
ELM:FM
Enclosure

cc Agree. File
J. Arnold Cobley

RECEIVED
DEC 18 1957
OREGON
STATE HIGHWAY COMMISSION

NOTED
P. M. STEPHENSON

November 29, 1957

Mr. W. A. Bugge
Director of Highways
Washington Department of Highways
Transportation Building
Olympia, Washington

Dear Sir:

On March 21, 1950, the respective Highway Departments of Oregon and Washington entered into an agreement with the Pacific Telephone and Telegraph Company, granting to the same a permit or franchise to locate and install their communication facilities, cable, et cetera, on the Interstate Bridge crossing the Columbia River between Portland, Oregon and Vancouver, Washington. The consideration for the above privilege was the total payment of $420 per year, to be equally divided between the two states. In the above agreement no mention was made as to the term of occupancy or ways and means of terminating the same.

We now have a request from the Company to terminate the above agreement December 31, 1957. Payments as stipulated in the permit have been paid to December 31, 1957. We are also advised by the Company that all of their facilities, mentioned in the agreement, have been removed from the bridge; therefore, this Department is agreeable to the termination of the agreement on the date specified, and, to accomplish this end, one of our assistant attorneys has drawn up a simple instrument for such purpose.

If agreeable to you, would you kindly execute and return three copies of the agreement enclosed herewith, an executed copy of which will be returned to you when approved by the other two parties.

Very truly yours,

W. C. Williams
State Highway Engineer

By

W. W. Stiffler
Assistant State Highway Engineer

WWS:cw

cc Mr. W. C. Williams
Mr. Leonard Lindas
Mr. F. W. Panne

FORM E30—50M—2-57—1476

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
November 29, 1957

SUBJECT: Permit Agreement #1753
The Pacific Tel & Tel Co.

To: Mr. W. W. Stiffler
Assistant State Highway Engineer
O f f i c e

I enclose, herewith, three copies of a letter received from The Pacific Telephone and Telegraph Company, dated November 25, 1957, expressing their wish to cancel Permit Agreement #1753, a copy of which is also enclosed.

As we discussed in your office Wednesday, this Permit Agreement has no cancellation date or clause detailing how cancellation should be effected. In addition, the permit agreement includes the State of Washington, by its Director of Highways, as a party to the Agreement.

Would you please secure the assent of the State of Washington to the cancellation of this Permit Agreement and with that consent have our Legal Department draw up the necessary instrument for submission to the Director of Highways of the State of Washington and the Oregon State Highway Commission.

By telephone communication with Mr. Bousha of the Telephone Company, I secured the information that they would like to make as the effective date of cancellation January 1, 1958. I find that they have paid the rental agreed upon in this permit agreement up to that date.

The cable has already been removed from the bridge.

F. W. Farrar
Asst. Director of Permits

FWF:DW

Enclosures

THE PACIFIC TELEPHONE AND TELEGRAPH COMPANY

Portland, November 25, 1957

Mr. Ralph B. Sipprell,
Director of Permits
Oregon State Highway Commission
Salem, Oregon

Dear Sir:

We desire to cancel permit dated March 21, 1950, which covers cable attachments on the Columbia River Interstate Bridge between Vancouver, Washington, and Portland, Oregon, as cable has been removed.

If you have any questions regarding this cancellation, please advise.

Yours very truly,

M. E. Bousha

M. E. Bousha
Right of Way Supervisor

MEB:jj

cc: C. H. Maison, Auditor

#1753

PERMIT AGREEMENT

THIS AGREEMENT, made and entered into this 21st day of March, 1950, by and between the STATE OF WASHINGTON, by its Department of Highways, and the STATE OF OREGON, by and through its State Highway Commission, which said states are jointly referred to herein as the "Permittors," and THE PACIFIC TELEPHONE AND TELEGRAPH COMPANY, a corporation, by and through its corporate officers, hereinafter called the "Permittee,"

W I T N E S S E T H :

RECITALS:

1. The bridge which spans the Columbia River between Portland, Oregon, and Vancouver, Washington, is an interstate bridge and is owned, operated and maintained jointly by the states of Washington and Oregon.

2. The Pacific Telephone and Telegraph Company, by virtue of an arrangement or agreement entered into by said Telephone Company and the former owners of said bridge, namely, Clark County, Washington, and Multnomah County, Oregon, used and occupied portions of said bridge structure as a means and facility on and from which to suspend, support and carry its cables and other communication facilities. Said contract arrangement which covered the period beginning November 8, 1927, and ending November 8, 1937, has long since expired.

3. On April 10, 1942, a permit was issued to said Company by the State of Oregon, acting by and through its Highway Commission, for an indefinite period of time, which said permit, after the execution of this permit agreement by all of the parties hereto, shall be deemed void, terminated and no longer in effect.

4. It is now the purpose of these parties to provide an instrument or writing which will more adequately and comprehensively provide for and cover the respective interests of these parties than is accomplished under said prior written permit dated April 10, 1942.

NOW, THEREFORE, the premises being in part as stated in the foregoing recitals of admitted facts, it is agreed by these parties as follows:

1. There are attached hereto, marked Exhibit "A" and Exhibit "B" and by this reference made a part hereof, two prints, which prints for identification purposes bear the signatures of R. H. Baldock, Oregon State Highway Engineer, W. A. Bugge, Director of Highways of the State of Washington, and F. A. Dresslar and R. G. Drake, representing the Permittee.

2. These Permittors hereby give and grant to the Permittee, subject to the terms, provisions and conditions herein set forth, permission to install, fasten, and suspend to and from the interstate bridge which spans the Columbia River between Portland, Oregon, and Vancouver, Washington, the Company's cables and other facilities used and employed by the Permittee in connection with its lines of communication between Portland, Oregon, and various points, and Vancouver, Washington, and various points.

3. The cable or cables shall be located and attached on the east side of said bridge structure at a suitable place or location beneath the sidewalk which is a part of said bridge structure.

4. All installations shall be done and maintained in accordance with the plans and other engineering data shown on said Exhibits A and B.

5. The Permittors, in connection with the maintenance, operation and use of said bridge structure, shall observe reasonable precautions and employ reasonable means to avoid damage to the cable and other communication facilities of the Permittee, but it is expressly understood that the Permittors neither jointly nor severally shall be liable for any damage, interference, cost or expense, or interruptions or damages of any kind which the Permittee may sustain by reason of or connected with the use, operation or maintenance of said bridge for public purposes, except such damage as the Permittee may sustain by reason of failure on the part of the Permittors jointly or severally to employ reasonable precautions and reasonable means to avoid damage.

6. In the event it should become necessary to temporarily or otherwise move or relocate any part of said cable or related facilities while construction, reconstruction or maintenance of said bridge is under way, then the Permittee shall, upon notice from Permittors, promptly take such steps and adopt such measures as may be necessary to protect the Permittee's property and to avoid interference with the maintenance, construction or reconstruction of said bridge or any part thereof.

7. Use or employment of said structure or any part of the same under the terms of this permit agreement shall be confined solely to such use or employment as may be necessary in connection with the Permittee's communication facilities between the points above mentioned.

8. In consideration of the privileges, uses and services provided for herein, the Permittee shall pay annually in equal amounts to the State of Oregon and to the State of Washington as rental or payment for the privileges herein granted, the sum of Four hundred twenty and no/100 ($420.00) Dollars, which said sum of Four hundred twenty and

no/100 ($420.00) Dollars shall be paid on or about the first of January of each year, and as stated, shall be equally divided between the said states. It is conceded that negotiations have been pending for some time between these parties, during which time effort has been put forth to work out a mutual form of agreement and during which time no rental has been paid, and it is therefore agreed that on the execution of this instrument by all of the parties, the rental shall begin on January 1, 1947.

9. It is recognized and expressly understood that the Permittors neither jointly nor severally assume any liability with respect to the use of said structure or any part thereof by the Permittee under this agreement, and it is further understood that by the execution and acceptance of this agreement by the Permittee, such release of liability will be deemed definitely consented to and accepted by the Permittee, except as against failure of the Permittors, either jointly or severally, to observe reasonable precautions and employ reasonable means to avoid damage as provided for under paragraph 5 hereof.

10. It is further agreed and understood that this permit agreement and all of its terms and provisions, including the life of the same, is subject to the paramount control of the legislature of the State of Oregon over public highways including bridges, and is likewise subject to the paramount control of the legislature of the State of Washington over its public highways, including its bridges.

Each party to this agreement shall cooperate with the other to the end that theinterests of all concerned may be conserved and promoted, and to the end that public welfare will in no wise be jeopardized.

IN WITNESS WHEREOF, the parties hereto have subscribed their names and affixed their official seals the day and year first above written.

ATTEST:

Frank M. Sterling /s/
Right of Way Engineer

STATE OF WASHINGTON, by its Department of Highways

By W. A. Bugge /s/
Director of Highways

ATTEST:

H. B. Glaisyer /s/
Secretary

STATE OF OREGON, by and through its State Highway Commission

By T. H. Banfield /s/
Chairman

By Ben R. Chandler /s/
Commissioner

APPROVED:

W. C. Williams /s/
Asst. State Highway Engineer

By Chas. H. Reynolds /s/
Commissioner

APPROVED:

J. M. Devers /s/
Chief Counsel

Permittors

THE PACIFIC TELEPHONE AND TELEGRAPH COMPANY

By /s/ Name not legible.
Vice President & General Manager

By /s/ Name not legible.
Assistant Secretary

TDS.v

PERMITTEE

Copies sent to Commissioners and Williams

JMD:NH
2/9/50

NOTED
R. R. BLAISYER

RECEIVED
DEC 12 1957
OFFICE OF THE MAYOR
DEPARTMENT OF
PUBLIC SAFETY
FOR FILING

7971

4653

TERRY D. SCHRUNK
MAYOR

CITY OF PORTLAND
OREGON

December 10, 1957

Mr. H. B. Glaisyer, Secretary
State Highway Department
Salem, Oregon

Dear Mr. Glaisyer:

This is to acknowledge receipt of your letter of December 2, 1957, enclosing certified copy of a resolution that was adopted by the Commission at its meeting on October 31, 1957, with respect to the operation of the Portland-Vancouver Interstate Bridge System as a toll free facility.

Thank you very much for sending this to me, and for your cooperation in this matter.

Best regards!

Yours truly,

Terry D. Schrunk
MAYOR

TDS.y

Copies sent to Commissioners and Williams on 12-11-57.

NOTED
H. B. GLAISYER

RECEIVED
DEC 11 1957
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
DEC 12 1957
FOR FILING

1971
4653

Salem, Oregon
December 10, 1957

Portland-Vancouver
Interstate Bridge

Mr. Leonard I. Lindas

Sometime ago, I asked Mr. Higgins to look into the Washington law, the bond resolution, and our agreements as to the possibility of putting tolls on the new structure prior to the revision of the existing bridge. Although this matter was settled at our Vancouver meeting and this course will not be pursued, I am attaching a print from Mr. Thorgrimson's report on his examination of the various agreements, resolution and laws.

G. S. Paxson

GSP:gm
Attach.
cc Mr. W. C. Williams

PRESTON, THORGRIMSON & HOROWITZ
ATTORNEYS AT LAW
NORTHERN LIFE TOWER
SEATTLE. 1

HAROLD PRESTON · 1888
O. B. THORGRIMSON
FRANK M. PRESTON
CHARLES HOROWITZ
RICHARD THORGRIMSON
EDWARD STARIN
JAMES R. ELLIS

F. E. SANSON
DONALD L. HOLMAN
DAVID S. BLACK

November 29, 1957

Mr. D. B. Hedges
Secretary
Washington Toll Bridge Authority
Transportation Building
Olympia, Washington

Dear Darrell:

You have asked our opinion on the question of whether or not tolls may be imposed for the use, when completed, of the new interstate bridge being constructed between the Cities of Vancouver, Washington and Portland, Oregon, before the reconstruction of the existing interstate bridge between said two cities has been completed.

We have examined the following:

(1) Laws of the United States pertaining to bridges across navigable rivers - U S C A Title 33, Secs. 491 to 534, inclusive.

(2) Oregon laws pertaining to interstate bridges

General - O R S Secs. 381.005 to 381.080

Specific as to the new interstate bridge - O R S Secs. 381.086 to 381.094 (Ch 389, Session Laws 1953).

(3) Washington laws pertaining to the Vancouver-Portland interstate bridges - Ch. 132, Wash. S. L. 1953 as amended by Ch. 152, Wash. S. L. 1955.

(4) Contracts entered into in 1928 between the State of Washington and Clark County, the State of Oregon and Multnomah County, and the States of Oregon and Washington regarding the acquisition, maintenance and operation of the existing interstate bridge between the cities of Vancouver and Portland.

(5) The amended agreement entered into under date of April 27, 1955 by and between the States of Oregon and Washington, acting through their respective State Highway Commissions, and the Washington Toll Bridge Authority.

(6) The decision of the Washington Supreme Court in the case of State of Washington ex rel. Oregon State Highway Commission v. Yelle, 47 Wn. (2d) 804.

(7) Resolution No. 312 of the Washington Toll Bridge Authority, adopted March 6, 1956, as amended by Resolution No. 314 of the Authority, adopted March 16, 1956.

We have found nothing in any of the foregoing listed statutes, contracts, decision or resolutions which in any way fixes or limits the time when tolls may be levied for the use of either of the existing or new interstate Vancouver-Portland bridges or both of them.

It is the declared policy of the legislatures of both states and the three parties to the above mentioned contracts that the two bridges be made toll-free as soon as possible.

See:

(a) O R S 381.094

(b) Sec. 4, Ch. 132, Wash. S. L. 1953 as amended by Sec. 3, Ch. 152, Wash. S. L. 1955

(c) Sec. 6, THINGS TO BE DONE BY THE WASHINGTON TOLL BRIDGE AUTHORITY, and Sec. 2, GENERAL PROVISIONS, three-party agreement; and

(d) The first paragraph of Sec. 12 of the bond resolution (Resolution No. 312), which requires the Toll Bridge Authority to use all surplus money derived from the operation of the bridges to purchase any of the revenue bonds authorized therein in the open market for retirement only, or to call and retire as many of such outstanding bonds as possible at the next interest payment date.

Obviously, the best way to carry out this policy is to impose tolls for the use of either of said bridges, or both, as soon as possible, and in amounts that are reasonable and just.

In the case of State ex rel. Washington Toll Bridge Authority v. Yelle, 5 Wn. (2d) 539, our Supreme Court upheld the right of the Toll Bridge Authority to issue bonds to refund the first issue of outstanding Lake Washington Bridge Bonds at a much lower interest rate when the Toll Bridge Authority revenue bond act gave no express refunding powers, on the basis that it was the policy of the State and the Authority to make toll bridges free from tolls as soon as possible. The reasoning in that case should be equally applicable here.

To become more specific, the above cited statutes, agreement and resolution provide as follows:

(a) Ch. 15, Wash. S. L. 1955, Sec. 4, under the subsection providing that the interstate agreement shall include the following, (4) provides that the Washington Toll Bridge Authority, after consultation with the Oregon State Highway Commission, shall fix the classifications and amounts of tolls to be charged and collected from users of said toll facilities and the time or times when such tolls shall first be imposed. (Emphasis ours)

(b) Three-party agreement, Sec. 6, THINGS TO BE DONE BY THE WASHINGTON TOLL BRIDGE AUTHORITY, and Sec. 1, GENERAL PROVISIONS, provide that the classification and amounts of tolls to be charged and collected from users of said toll facility and the time or times when the same shall be first imposed shall be determined by agreement between the parties thereto.

(c) By Sec. 15 (c) of the bond resolution (No. 312), the Washington Toll Bridge Authority covenants that it will agree with the State Highway Commissions of Oregon and Washington on the classifications and amounts of tolls to be charged and collected from the users of the toll bridge facility and the time when the same shall be first imposed.

It seems to us that the use of the words "time or times" implies that tolls may be levied for the use of one bridge before the other becomes available for use. We recognize that both bridges are defined as a single toll bridge facility in most of the aforementioned documents, yet there is nothing in any of the above mentioned statutes, court decision, or other documents remotely indicating that tolls can only be charged when both bridges--as a single toll facility--become available for use.

Therefore, it is our opinion that tolls may be fixed and charged for use of the new bridge prior to the reconstruction and completion of the existing bridge for traffic, upon a proper agreement being entered into with the States of Oregon and Washington, through their respective State Highway Commissions, as required by Section 6, THINGS TO BE DONE BY THE WASHINGTON TOLL BRIDGE AUTHORITY and Section 1, GENERAL PROVISIONS of the three-party agreement and Section 15 (c) of Resolution No. 312 of the Washington Toll Bridge Authority.

Very truly yours,

PRESTON, THORGRIMSON & HOROWITZ

By Richard Thorgrimson
Richard Thorgrimson

RT:hf

RECEIVED
COMMISSIONERS
M. JAMES GLEASON
AL. L. BROWN
JACK BAIN
FOR FILING
7771
4653

COUNTY OF MULTNOMAH

BOARD OF COUNTY COMMISSIONERS

COUNTY COURTHOUSE
PORTLAND 4, OREGON

December 5, 1957

Oregon State Highway Commission
Salem, Oregon

Dear Sirs:

Be it remembered, that at a meeting of the Board of County Commissioners held December 3, 1957, the following action was taken:

In the matter of cert copy of Resolution adopted by Oreg St High Com petitioning the Congress of the U. S. & the Sec. of Commerce to take steps that may be nec for the passage of legislation which would allow the Portland-Vancouver Interstate Bridge System to operate as a toll free facility

ORDERED approved and filed.

Yours very truly,

BOARD OF COUNTY COMMISSIONERS

By _____
Clerk of Board

DD

Copies to the following on 12-10-57:
Commissioners, W. C. Williams, L. I. Lindas

NOTED
H. B. GLAISYER

RECEIVED
DEC 5 1957
FOR FILING

2171
4113

December 4, 1957

The District Engineer
Corps of Engineers
U. S. Army
628 Pittock Block
Portland 5, Oregon

Re: Permit for falsework,
Portland-Vancouver
Interstate Bridge

Dear Sir:

Reference is made to your notice of December 3 in which you advise that the Guy F. Atkinson Company has applied for an extension of time on its permit for falsework used in the construction of the new Interstate Highway Bridge. We are of course in close contact with this work at all times and would recommend that an extension as requested be granted the Guy F. Atkinson Company.

Very truly yours,

W. C. Williams
State Highway Engineer

By

G. S. Paulson
Assistant State Highway Engineer

GSP:gm

cc Mr. W. C. Williams
Mr. P. M. Stephenson

U. S. ARMY ENGINEER DISTRICT, PORTLAND
Corps of Engineers
628 Pittock Block
Portland 5, Oregon

NPPKS-4
NPP 800.6(Col.Riv.-Falsework)-5. December 3, 1957

PUBLIC NOTICE

The Guy F. Atkinson Company, Portland, Oregon, has applied to the U. S. Army Engineers for an extension of time on their permit for falsework used in the construction of the new Interstate Highway bridge crossing Columbia River between Portland, Oregon and Vancouver, Washington.

The company requests that the authorization be extended to March 1, 1958, for the removal of falsework in Span 5 only. Span 5 of the new bridge now under construction is the wide (511-ft.) span. All other spans are reported clear at this time and will not be further obstructed by falsework.

Letters concerning the effect of the work on navigation are requested from all interested parties, particularly navigation interests and State, Port and other local authorities. Replies to this notice should be mailed to reach this office not later than December 17, 1957.

FRANK C. LINTON
Assistant Chief, Operations Division

RECEIVED
DEC 1 1957
OREGON
STATE ... COMMISSION

NOTED
G. S. PARSON

RECEIVED
DEC 9 1957
FOR FILING
7971
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December 4, 1957

Mr. Sinclair Weeks
Secretary of Commerce
14th St. between Constitution Ave.
and E St., N.W.
Washington, D. C.

Dear Mr. Weeks:

Pursuant to instructions given me by the State Highway Commission, I enclose for your information a certified copy of a resolution that was adopted by the Commission at its meeting on October 31, 1957, with respect to the operation of the Portland-Vancouver Interstate Bridge System as a toll free facility.

The members of the Commission will appreciate very much your efforts to secure the passage of legislation which will allow the Interstate Bridge System between Portland and Vancouver to be and to continue to be operated free of tolls.

Thanking you for your help in this matter, I remain,

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

HBG:llc

Encl.

RECEIVED
DEC 9 1957
FOR FILING
4653

CHAS. H. REYNOLDS, CHAIRMAN
M. E. NEIVER, MEMBER
PORTLAND
ASTORIA
SALEM

W. C. WILLIAMS
STATE HIGHWAY ENGINEER
FORREST COOPER
DEPUTY STATE HWY. ENGR.
LEONARD I. LINDOO
COUNSEL

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

December 4, 1957

Members of the Congressional delegations of Washington and Oregon
Secretary of Commerce of the United States

Pursuant to instructions given me by the State Highway Commission, I enclose for your information a certified copy of a resolution that was adopted by the Commission at its meeting on October 31, 1957, with respect to the operation of the Portland-Vancouver Inter-State Bridge System as a toll free facility.

The members of the Commission will appreciate very much your efforts to secure the passage of legislation which will allow the Interstate Bridge System between Portland and Vancouver to be and to continue to be operated free of tolls.

Thanking you for your help in this matter, I remain,

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

HBG:llc

Encl.

Copies sent to the following Senators and Representatives:

Warren G. Magnuson	Henry M. Jackson	Thomas M. Pelly
Jack Westland	Russell V. Mack	Walt Horan
Hal Holmes	Thor C. Tollefson	Wayne Morse
Charles O. Porter	Edith Green	Al Ullman
Walter Norblad	Richard L. Neuberger	

Letter sent to their Washington, D. C. address.

RECEIVED
DEC 9 1957
FOR FILING
1971

December 2, 1957

Board of County Commissioners
Multnomah County Courthouse
Portland, Oregon

Gentlemen:

Pursuant to instructions given me by the State Highway Commission, I enclose for your information a certified copy of a resolution that was adopted by the Commission at its meeting on October 31, 1957, with respect to the operation of the Portland-Vancouver Interstate Bridge System as a toll free facility.

You will note that by this resolution the Highway Commission recommends and petitions the Congress of the United States and the Secretary of Commerce to take steps that may be necessary for the passage of legislation which would allow this Interstate Bridge System to be and to continue to be operated as a toll free facility.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

HBG:llc

Encl.

RECEIVED
DEC 9 1957
FOR FILING

7971

4653

December 2, 1957

Mr. Lloyd Dilsheimer, President
Portland Retail Trade Bureau
824 S. W. Fifth Avenue
Portland 4, Oregon

Dear Mr. Dilsheimer:

Pursuant to instructions given me by the State Highway Commission, I enclose for your information a certified copy of a resolution that was adopted by the Commission at its meeting on October 31, 1957, with respect to the operation of the Portland-Vancouver Interstate Bridge System as a toll free facility.

You will note that by this resolution the Highway Commission recommends and petitions the Congress of the United States and the Secretary of Commerce to take steps that may be necessary for the passage of legislation which would allow this Interstate Bridge System to be and to continue to be operated as a toll free facility.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

HBG:llc

Encl.

RECEIVED
DEC 9 1957
FOR FILING

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653

December 2, 1957

Port of Vancouver
P. O. Box 570
Vancouver, Washington

Attention: Mr. K. M. Engebretsen, Manager

Dear Mr. Engebretsen:

Pursuant to instructions given me by the State Highway Commission, I enclose for your information a certified copy of a resolution that was adopted by the Commission at its meeting on October 31, 1957, with respect to the operation of the Portland-Vancouver Interstate Bridge System as a toll free facility.

You will note that by this resolution the Highway Commission recommends and petitions the Congress of the United States and the Secretary of Commerce to take steps that may be necessary for the passage of legislation which would allow this Interstate Bridge System to be and to continue to be operated as a toll free facility.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

HBG:llc

Encl.

RECEIVED
DEC 9 1957
FOR FILING
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1653

December 2, 1957

Hon. H. L. Schumacher, Mayor
City of Vancouver
Vancouver, Washington

Dear Mr. Schumacher:

Pursuant to instructions given me by the State Highway Commission, I enclose for your information a certified copy of a resolution that was adopted by the Commission at its meeting on October 31, 1957, with respect to the operation of the Portland-Vancouver Interstate Bridge System as a toll free facility.

You will note that by this resolution the Highway Commission recommends and petitions the Congress of the United States and the Secretary of Commerce to take steps that may be necessary for the passage of legislation which would allow this Interstate Bridge System to be and to continue to be operated as a toll free facility.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

HBG:llc

Encl.

RECEIVED
DEC 9 1957
FOR FILING
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December 2, 1957

Mr. Will Gibson, Auditor
City of Portland
City Hall
Portland, Oregon

Dear Mr. Gibson:

Pursuant to instructions given me by the State Highway Commission, I enclose for your information a certified copy of a resolution that was adopted by the Commission at its meeting on October 31, 1957, with respect to the operation of the Portland-Vancouver Interstate Bridge System as a toll free facility.

You will note that by this resolution the Highway Commission recommends and petitions the Congress of the United States and the Secretary of Commerce to take steps that may be necessary for the passage of legislation which would allow this Interstate Bridge System to be and to continue to be operated as a toll free facility.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

HBG:llc

Encl.

RECEIVED
DEC 9 1957
FOR FILING
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4653

December 2, 1957

Mr. W. A. Bugge, Director
Washington Department of Highways
Transportation Building
Olympia, Washington

Dear Mr. Bugge:

Pursuant to instructions given me by the State Highway Commission, I enclose for your information a certified copy of a resolution that was adopted by the Commission at its meeting on October 31, 1957, with respect to the operation of the Portland-Vancouver Interstate Bridge System as a toll free facility.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

HBG:llc

Encl.

RECEIVED
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FOR FILING
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December 2, 1957

Mr. Ray Conway
Oregon State Motor Association
600 S. W. Market
Portland, Oregon

Dear Ray:

At the request of Mr. W. C. Williams, State Highway Engineer, I hand you herewith a copy of the resolution that was adopted by the State Highway Commission at its meeting on October 31, 1957 with respect to the operation of the Interstate Bridge System between Portland and Vancouver as a toll free facility.

We will be glad to furnish additional copies of this resolution should you so desire them.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

jmc

Encl.

RECEIVED
DEC 9 1957
FOR FILING
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December 2, 1957

Mr. D. B. Hedges, Secretary
Washington Toll Bridge Authority
Transportation Building
Olympia, Washington

Dear Mr. Hedges:

Pursuant to instructions given me by the State Highway Commission, I enclose for your information a certified copy of a resolution that was adopted by the Commission at its meeting on October 31, 1957, with respect to the operation of the Portland-Vancouver Interstate Bridge System as a toll free facility.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

HBG:llc

Encl.

RECEIVED
DEC 9 1957
FOR FILING
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December 2, 1957

Honorable Terry D. Schrunk, Mayor
City of Portland
Portland, Oregon

Dear Mr. Schrunk:

Pursuant to instructions given me by the State Highway Commission, I enclose for your information a certified copy of a resolution that was adopted by the Commission at its meeting on October 31, 1957, with respect to the operation of the Portland-Vancouver Interstate Bridge System as a toll free facility.

You will note that by this resolution the Highway Commission recommends and petitions the Congress of the United States and the Secretary of Commerce to take steps that may be necessary for the passage of legislation which would allow this Interstate Bridge System to be and to continue to be operated as a toll free facility.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

HBG:llc

Encl.

RECEIVED
DEC 9 1957
FOR FILING
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December 2, 1957

Mr. David C. Duncan, President
Portland Chamber of Commerce
824 S. W. Fifth Avenue
Portland, Oregon

Dear Mr. Duncan:

Pursuant to instructions given me by the State Highway Commission, I enclose for your information a certified copy of a resolution that was adopted by the Commission at its meeting on October 31, 1957 with respect to the operation of the Portland-Vancouver Interstate Bridge System as a toll free facility.

You will note that by this resolution the Highway Commission recommends and petitions the Congress of the United States and the Secretary of Commerce to take steps that may be necessary for the passage of legislation which would allow this Interstate Bridge System to be and to continue to be operated as a toll free facility.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

HBG:jmc

Encl.

RECEIVED
DEC 9 1957
FOR FILING
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December 2, 1957

Vancouver Chamber of Commerce
City of Vancouver
Vancouver, Washington

Gentlemen:

Pursuant to instructions given me by the State Highway Commission, I enclose for your information a certified copy of a resolution that was adopted by the Commission at its meeting on October 31, 1957, with respect to the operation of the Portland-Vancouver Interstate Bridge System as a toll free facility.

You will note that by this resolution the Highway Commission recommends and petitions the Congress of the United States and the Secretary of Commerce to take steps that may be necessary for the passage of legislation which would allow this Interstate Bridge System to be and to continue to be operated as a toll free facility.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

HBG:llc

Encl.

RECEIVED
DEC 2 1957
FOR FILING

7971

Senator Urges Bridge Pay Without Tolls

PORTLAND (UP) — Sen. Richard L. Neuberger (D-Ore.) said today he had hopes the new Interstate bridge across the Columbia river between Portland and Vancouver, Wash., could be financed without the imposition of tolls over a long period.

He said "It has always been the intent of Congress to equitably reimburse states for any portion of highway which they build for the Interstate system."

He said the bridge project had been included in a study of state-financed units by the Public Roads Administration.

"Since we have been able to have the Interstate bridge included in the study," he said, "there are hopeful indications that the bridge may be operated without the imposition of tolls over a lengthy period."

Members of the Senate public roads subcommittee, of which Neuberger is a member, will be in Portland in mid-December.

Pay the Difference

The State Highway Commission has made it virtually unanimous by indorsing the proposal that the new Interstate bridge and the remodeled old span be made toll free. But, said the commissioners, the federal government will have to supply funds in addition to those provided for under the 1956 federal highway act, which obligates Uncle Sam to pay 90 per cent of construction costs on the Interstate Highway System.

Senator Richard L. Neuberger, who has always favored a toll-free span between Portland and Vancouver, has said, however, that probably only construction costs can be obtained from the federal government. Interest charges on the bond issue which the states of Oregon and Washington issued to build the twin bridges, and which was to be retired from toll charges, probably cannot be met with federal funds.

No one should be blamed unduly for undertaking the bridge project before the federal road program was adopted. There was and is a serious need for better facilities for carrying motor traffic over the Columbia. But even if only 90 per cent of the construction costs can be obtained from the federal government, the bridges should be free of tolls. The two states can and should absorb the difference.

RECEIVED
DEC 1 1957
FOR FILING

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STATE OF OREGON)
) ss
COUNTY OF MARION)

I, H. B. Glaisyer, Secretary of the Oregon State Highway Commission, do hereby certify that the attached copy of the resolution of the State Highway Commission petitioning the Congress of the United States and the Secretary of Commerce to take necessary steps for the passage of legislation which would allow the Portland-Vancouver Interstate Bridge System to be operated as a toll free facility, as the same appears in the minutes of October 31 and November 1, 1957, entered in Volume XLII of the minute book, wherein official acts of the said Oregon State Highway Commission are recorded, has been compared by me with the original resolution and that the same is a true and correct copy of said resolution and of the whole thereof.

IN WITNESS WHEREOF, I have hereunto set my hand and affixed the official seal of the Oregon State Highway Commission this 29th day of November, 1957.

H. B. Glaisyer

Secretary
OREGON STATE HIGHWAY COMMISSION

WAM:ma:rn
11-26-57

RESOLUTION

WHEREAS, the Oregon Legislature in 1953 and 1955, and the Washington Legislature in 1953, authorized the sale of bonds to finance an additional bridge between Portland, Oregon and Vancouver, Washington; and

WHEREAS, an agreement was entered into on August 9, 1954, between the Oregon State Highway Commission, the Washington State Highway Commission, and the Washington Toll Bridge Authority, said agreement detailing the obligations of the parties as to the construction and financing of said bridge; and

WHEREAS, pursuant to said agreement, the Washington Toll Bridge Authority on March 27, 1956, sold bonds in the amount of $9,300,000 face value; and

WHEREAS, pursuant to said agreement, the Oregon State Highway Commission on March 27, 1956, awarded the contract for the construction of said bridge (said contract not including, however, the work for the entire project); and

WHEREAS, within three months of the awarding of the aforesaid contract, the Federal Highway and Highway Revenue Acts of 1956 were signed into law by the President of the United States; and

WHEREAS, the aforesaid congressional acts generally provided for heavy Federal contributions to the several states for future construction of highways and highway facilities which are designated as part of the National System of Interstate and Defense Highways; and

WHEREAS, the aforesaid Federal acts did not provide for Federal contributions to the states for highway construction which had already been undertaken or completed at the time the said acts became law, except that said acts declared an intent and policy to "equitably reimburse those states for any portion of a highway which is on the Interstate System, whether toll or free, the construction of which has been completed subsequent to August 2, 1947, or which is either in actual use or under construction by contract, for completion, awarded not later than June 30, 1957, and such highway meets the standards required by this title for the Interstate System"; and

WHEREAS, said acts directed the Secretary of Commerce to study and collect all facts relevant to the problem and to report said facts to the Federal Congress not later than January 12, 1958; and

WHEREAS, said acts "declared the policy and intent of the Congress to provide funds necessary to make such reimbursements to the States as may be determined"; and

WHEREAS, the said Portland-Vancouver bridge will be and is an integral portion of the Interstate Highway System; and

WHEREAS, a toll bridge charge will be imposed at the time of the completion of the Portland-Vancouver Interstate Bridge System unless early action is taken by the Congress to provide for Federal financial participation in the cost of said bridge project; and

WHEREAS, it is the opinion of the Oregon State Highway Commission that the said Portland-Vancouver Interstate Bridge System should be operated as a toll free facility;

NOW, THEREFORE, BE IT RESOLVED:

1. That the said Highway Commission strongly favors Federal action toward the end that the Portland-Vancouver Interstate Bridge System be, and continue to be, operated as a toll free facility.

2. That the said Commission does recommend and does respectfully petition the Congress of the United States and the Secretary of Commerce to take steps necessary to the passage of legislation which would allow the Portland-Vancouver Interstate Bridge System to be, and to continue to be, operated as a toll free facility.

3. That copies of this resolution be forwarded to the Secretary of Commerce of the United States and to the members of the Congressional delegations of Washington and Oregon.

4. That this be entered in full in the minutes and records of the Commission this 31st day of October, 1957, as Miscellaneous Resolution No. 209.

WAM:mm:rn
11-26-57

FORM E-123X 50M 8-57

RECEIVED
DEC 2 1957
FOR FILING

COMMISSIONERS
CHAS. H. REYNOLDS, CHAIRMAN
LA GRANDE
M. K. McIVER, MEMBER
PORTLAND
ROBERT B. CHESSMAN, MEMBER
ASTORIA
H. B. GLAISYER, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

November 29, 1957

Mr. W. A. Bugge
Director of Highways
Washington Department of Highways
Transportation Building
Olympia, Washington

W C Williams

Dear Sir:

On March 21, 1950, the respective Highway Departments of Oregon and Washington entered into an agreement with the Pacific Telephone and Telegraph Company, granting to the same a permit or franchise to locate and install their communication facilities, cable, et cetera, on the Interstate Bridge crossing the Columbia River between Portland, Oregon and Vancouver, Washington. The consideration for the above privilege was the total payment of $420 per year, to be equally divided between the two states. In the above agreement no mention was made as to the term of occupancy or ways and means of terminating the same.

We now have a request from the Company to terminate the above agreement December 31, 1957. Payments as stipulated in the permit have been paid to December 31, 1957. We are also advised by the Company that all of their facilities, mentioned in the agreement, have been removed from the bridge; therefore, this Department is agreeable to the termination of the agreement on the date specified, and, to accomplish this end, one of our assistant attorneys has drawn up a simple instrument for such purpose.

If agreeable to you, would you kindly execute and return three copies of the agreement enclosed herewith, an executed copy of which will be returned to you when approved by the other two parties.

Very truly yours,

W. C. Williams
State Highway Engineer

By W. W. Stiffler

W. W. Stiffler
Assistant State Highway Engineer

WWS:er
cc Mr. W. C. Williams
Mr. Leonard Lindas
Mr. F. W. Farrar

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OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
November 27, 1957

SUBJECT: Resolution regarding Portland-Vancouver Bridge

To: Mr. H. B. Glaisyer
Secretary
O f f i c e

I hand you herewith copies of subject resolution.

It is presumed that your office will make delivery to the necessary parties.

LEONARD I. LINDAS
Chief Counsel

WAM:bk
cc - W. C. Williams
Attach.

RECEIVED
NOV 27 1957
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
NOV 27 1957
FOR FILING

November 26, 1957

Frank B. Queen, M. D.
University of Oregon Medical School
3181 S. W. Marquam Hill Road
Portland 1, Oregon

Dear Dr. Queen:

Receipt is acknowledged of yours of November 24, to which was attached an editorial relative to the Interstate Bridge between Portland and Vancouver. The matter of heating the bridge has been given serious consideration, and it has been the consensus of the engineering staffs of both Oregon and Washington that it is not justified. I am attaching hereto a copy of a letter addressed to the Mayor of Vancouver by G. S. Paxson, Assistant State Highway Engineer of Oregon, which explains the situation. A similar letter was addressed to the City of Vancouver by Mr. Bugge, the Director of Highways of Washington.

We appreciate your interest in this matter.

Very truly yours,

W. C. Williams
State Highway Engineer

WCW:hi
cc Mr. Forrest Cooper

Still Not Too Late: 1957

Engineers steel is in place on the new Interstate bridge so motorists on the existing bridge alongside it can see the outline of the hump being built into it south of the main ship channel. When a similar elevated span is built into the old bridge, pilots of small river craft will steer a course under the humps, rather than toot signals to the bridge tenders and wait for the drawspans to be lifted so they can pass. Thus the new arrangement will be of benefit both to river and highway traffic.

But motorists also can now see how steep the ramps leading to the hump will be. The grade is about 5 per cent. This will be no inconvenience in good weather, but when there is frost, sleet or snow, the ramps may prove impassable for heavy trucks or cars without chains. Traffic snafus that develop on Portland's Steel bridge ramps are likely to be duplicated on a bigger and more paralyzing scale on the vital Highway 99 links between Oregon and Washington each winter.

Municipal authorities in Vancouver have urged the installation, at a modest cost, of hot water pipes or electric cables in the ramp paving to keep it thawed in cold weather. The highway departments of the two states have spurned the suggestion.

The paving is not yet installed, so there is still a little time left to persuade the bridge builders to change their minds. It is the regular users of the bridges—commuters, truckers and bus lines—that will suffer if the job is not done. They will be wise to join with the Vancouver City Council, Vancouver Safety Commission, and Vancouver Police Traffic Bureau in demanding that those humps be heated.

FRANK B. QUEEN, M. D.
ERSITY OF OREGON MEDICAL SCHOOL
3181 S. W. MARQUAM HILL ROAD
PORTLAND 1, OREGON

Nov. 14, 1957

Dept.

The statement in the Oregonian

Worked, true?

Sincerely,

Frank Queen, M.D.

RECEIVED
NOV 18 1957
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
NOV 26 1957
FOR FILING

COMMISSIONERS
CHAS. H. REYNOLDS, CHAIRMAN
LA GRANDE
M. K. McIVER, MEMBER
PORTLAND
ROBERT B. CHESSMAN, MEMBER
ASTORIA
H. D. McIVER, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

November 25, 1957

Port of Vancouver
P. O. Box 570
Vancouver, Washington

W. C. Williams

Attention: Mr. K. M. Engebretsen
Manager

Gentlemen:

Received in today's mail was your letter of November 22, 1957 transmitting a copy of your resolution No. 273 urging that the Portland-Vancouver Inter state Bridge be continued as a toll-free bridge by including construction of the same under the Federal Highway Construction Act of 1956.

The letter and resolution will be brought to the attention of the members of the State Highway Commission and the State Highway Engineer for their information.

Respectfully yours,

H B Slaughter

Secretary
OREGON STATE HIGHWAY COMM.

HBC:jmc

cc: Commissioners
W. C. Williams

RECEIVED
NOV 26 1957
OFFICE OF
STATE HIGHWAY ENGINEER

COMMISSIONERS
Richard J. Larsen
Geo. G. Cadwell
Otto Neth

Ken Engebretsen, Manager
Al Wechner, Auditor

PORT OF VANCOUVER

P. O. BOX 570
VANCOUVER, WASHINGTON

Phones:
Portland BUtler 9-8803
Vancouver OXford 3-3611

Dale McMullen
Counsel

November 22, 1957

Department of Highways
State of Oregon
Capitol Building
Salem, Oregon

Gentlemen:

Please find enclosed a certified copy of Resolution No. 273 adopted by the Board of Commissioners of the Port of Vancouver, Washington on November 12, 1957, urging that the Portland-Vancouver Interstate Bridge be continued as a toll-free bridge by including the construction under the Federal Highway Construction Act of 1956.

Very truly yours,

PORT OF VANCOUVER

K. M. Engebretsen

K. M. Engebretsen,
Manager

KME:jk

Encl.

RECEIVED
NOV 25 1957
OREGON
STATE HIGHWAY COMMISSION

ACKNOWLEDGED
H. B. GLAISYER

RESOLUTION

NO. 273

WHEREAS, the Commissioners of the Port of Vancouver are in regular session assembled at their office at Terminal No. 2 in Vancouver, Clark County, Washington; and,

WHEREAS, they have been discussing the construction of a second Interstate Bridge over the Columbia River between Clark County, Washington, and Multnomah County, Oregon, directly connecting the Cities of Vancouver, Washington, and Portland, Oregon, and which bridge will become a part of U. S. Highway No. 99, which runs in a general northerly and southerly direction through the States of Washington, Oregon and California; and,

WHEREAS, it is the understanding of said Commissioners that it is the plan of the authorities to charge tolls on said new structure and on the existing Interstate Bridge at said place for the purpose of paying the costs of constructing said new bridge and of remodeling the existing bridge; and,

WHEREAS, the imposition of such tolls will impose an inequitable and onerous burden upon residents of Vancouver and Clark County, Washington, who are employed in Oregon and would be making daily trips over such bridges from their homes to work and return; and,

WHEREAS, it appears to said Commissioners that a large portion of the costs of the new bridge and of the modification of the existing bridge has resulted from regulations, restrictions and requirements imposed by federal agencies; and,

WHEREAS, said Port Commissioners are of the opinion that Congress in enacting Section 109, of Public Law 627, intended all portions of the federal highway system to be free to the use of the public and free from tolls and such similar charges.

NOW, THEREFORE, IT IS HEREBY RESOLVED by said Commissioners that they go on record as recommending and petitioning the Governors of the States of Washington and Oregon and the respective Highway Commissions of said states and the Members of Congress from said states to exert all effort to cause to be introduced such legislation as may be required to eliminate the charging of tolls on either of said Interstate Bridges and providing for the payment of the costs

to be incurred through the projects mentioned by funds available under the present highway programs; and,

IT IS FURTHER RESOLVED that certified copies of this resolution shall be forwarded by the Clerk of this Board to the Governor of the State of Washington, the Governor of the State of Oregon, the Chairman of the Highway Commission of each state, to the Mayor and Council of the City of Vancouver, the Mayor and Council of the City of Portland, and to the Congressmen and United States Senators from the State of Washington.

ADOPTED THIS 12th day of November, 1957.

/s/ Richard J. Larson
Chairman

/s/ Geo. G. Cadwell
Commissioner

(SEAL)

/s/ Otto Neth
Secretary

ATTEST:

/s/ A. R. Wechner
Clerk of Board

I, A. R. Wechner, hereby certify that I am the Clerk of the Board of Commissioners of the Port of Vancouver, that the foregoing is a true, full, and correct copy of Resolution No. 273, the original of which remains on file as a part of the official records of said Port Commission.

Dated this 22nd day of November, 1957.

OREGON
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A. R. Wechner, Clerk of the
Board of Commissioners
Port of Vancouver
Clark County, Washington

NOV 15 1957

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November 14, 1957

Mr. Will Gibson, Auditor
City of Portland
City Hall
Portland, Oregon

Dear Mr. Gibson:

This acknowledges your letter of November 14 with which you transmitted a certified copy of Resolution No. 27455 which was adopted by your City Council on November 13, 1957 and which urges that the trans-Columbia River Bridge between Portland, Oregon, and Vancouver, Washington, be made toll free.

I will bring the resolution to the attention of the members of the Highway Commission and the State Highway Engineer for their information.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

HBG:jmc

cc: Commissioners
W. C. Williams

OFFICE OF CITY AUDITOR

WILL GIBSON
CITY AUDITOR

CITY OF PORTLAND
OREGON

November 14, 1957

Mr. H. B. Glaisyer, Secretary
Oregon State Highway Commission
Salem, Oregon

Dear Mr. Glaisyer:

Please find enclosed a certified copy of Resolution No. 27455, adopted by the City Council of Portland, Oregon, November 13, 1957, urging that the trans-Columbia River Bridge between Portland, Oregon, and Vancouver, Washington, be made toll free by including the construction under the Federal Highway Construction Act of 1956.

Yours very truly,

Will Gibson.

Auditor of the City of Portland

WG:js
Encl.
Cal No. 4982

RECEIVED
NOV 18 1957
OREGON
STATE HIGHWAY COMMISSION

H. B. GLA...

AUD. 99-175-1M
11-54-2M

OFFICE OF

AUDITOR OF THE CITY OF PORTLAND

PORTLAND 4, OREGON

ROOM 202
CITY HALL

COPY CERTIFICATE

STATE OF OREGON,
County of Multnomah,
CITY OF PORTLAND, } ss

I; WILL GIBSON, Auditor of the City of Portland, do hereby certify that I have compared the following copy of Resolution No. 27455 adopted by the Council of the City of Portland November 13, 1957 being, "A resolution urging that the trans-Columbia River Bridge between Portland, Oregon, and Vancouver, Washington, be made toll free by including the construction under the Federal Highway Construction Act of 1956."

with the original thereof, and that the same is a full, true and correct transcript of such original Resolution No. 27455

and of the whole thereof as the same appears on file and of record in my office, and in my care and custody.

IN WITNESS WHEREOF, I have hereunto set my hand and the seal of the City of Portland affixed this 13th day of November, 1957.

Will Gibson.
Auditor of the City of Portland

By Robt L. McKay Deputy

RESOLUTION NO. 27455

WHEREAS, pursuant to action by the legislatures of the states of Washington and Oregon and subsequent implementation by the Highway Commissions of the two states there presently is under construction a second trans-Columbia River Bridge between Multnomah County, Oregon, and Clark County, Washington, connecting directly the cities of Portland, Oregon, and Vancouver, Washington, and becoming an integral part of U. S. Highway No. 99, which extends from the Mexican border on the south to the Canadian border on the north, and

WHEREAS, construction of the second bridge, which will become a one-way structure with the previously constructed bridge likewise a one-way structure in the opposite direction, began shortly before U. S. Public Law 627, approved by the President June 29, 1956, became effective, and

WHEREAS, it has been contemplated that the trans-Columbia bridge above-mentioned would be toll bridges for the purpose of financing the new construction, with the brunt of the toll charges being borne by those traveling between Portland, Oregon, and Vancouver, Washington, and

WHEREAS, it is public policy, as pronounced by Section 109 of Public Law 627, that states shall be reimbursed for any portion of a highway on the interstate system under certain terms and conditions, and

WHEREAS, the interstate bridge above-mentioned was begun just before the time specified in Public Law 627 to have the same considered thereunder as it is presently provided, and

WHEREAS, a toll will be charged unless early action is taken by the Federal government to maintain the free flow of commerce, and

WHEREAS, the imposition of such a toll would work a direct hardship upon residents of Portland, Oregon, or Vancouver, Washington, working in the other community and who presently commute and would probably require such workers to bear the additional expense of changing residences, and

WHEREAS, much of the cost of the new bridge, as well as changes and modifications in the previously constructed structure, have been caused by the desire of Federal agencies to

improve river navigation by raising the height of the previously constructed bridge, as well as requiring minimum height in the new bridge, and

WHEREAS, the collection of tolls would be an additional expense, slow the flow of traffic and in case of extraordinary heavy traffic, create a congestion which would greatly impair the utilization of the structures, and

WHEREAS, it is the belief of the city of Portland that Congress intended all portions of the new Federal Highway System to be free from tolls, other than gas tax, as expressed by Section 109 of Public Law 627; now, therefore,

BE IT RESOLVED by the Council of the city of Portland, in regular session assembled, that the Council does by this resolution recommend and respectfully petition the Governors of Oregon and Washington, the respective Highway Commissions, the members of the Congressional delegations of the states of Oregon and Washington, and the Secretary of Commerce, to prepare and cause to be introduced legislation clarifying the provisions of the Federal Highway and Highway Revenue Acts of 1956 for the specific purpose of having that portion of the Interstate Highway System (U.S. Highway 99), known as the Portland-Vancouver Interstate Bridge, continued as a toll-free bridge and that the cost of improving navigation on the Columbia River and improving the existing highway be borne and paid out of funds provided by the Congress from gas taxes and other revenues of the Interstate Highway System, and

BE IT FURTHER RESOLVED that certified copies of this resolution be forwarded to the above-named officials, to the Mayor and Council of the city of Vancouver, to the Commissioners of Clark County, Washington, Multnomah County, Oregon, and the Port Districts of Clark County, Washington, and Multnomah County, Oregon, and to civic organizations, particularly the Chamber of Commerce, in the Portland-Vancouver metropolitan areas.

Adopted by the Council NOV 13 1957

Dale Gibson.

Auditor of the City of Portland

Order of Council
AGB:dh
11/7/57

RECEIVED
NOV 7 1957
FOR FILING

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4653

November 6, 1957

Mr. H. C. Higgins
Washington Department of Highways
Transportation Building
Olympia, Washington

Dear Mr. Higgins:

Pursuant to your request, I am enclosing three prints from Sheet No. 3 of the construction plans for the road work for the Interstate Bridge-Oregon Slough Section, which is the road work across Hayden Island connection with the Interstate Bridge. This sheet shows the geometry of the pavement which we are placing.

The foundations and islands for the toll booths are not included in this contract. I am enclosing three prints from our Drawing 7333-G which is the original study for the toll booth arrangement. Nothing has been done toward drawing any detail plans and the arrangement, of course, is subject to modification.

Very truly yours,

W. C. Williams
State Highway Engineer

By

G. S. Fasson
Assistant State Highway Engineer

GSF:gm
Encls.

cc Mr. W. C. Williams

COMMISSIONERS
ERNEST A. COWELL, CHAIRMAN
EUREKA
H. E. MORGAN
LONGVIEW
O. E. STONE
SPOKANE
R. A. MOISIO
TACOMA
ERNEST J. KETCHAM
SEATTLE
LORENZ GOETZ, SECRETARY
OLYMPIA

STATE OF WASHINGTON
ALBERT D. ROSELLINI, GOVERNOR

WASHINGTON
STATE HIGHWAY COMMISSION
DEPARTMENT OF HIGHWAYS

W. A. BUGGE, DIRECTOR
TRANSPORTATION BUILDING
OLYMPIA

DISTRICT OFFICES
NO. 1 SEATTLE 8
6431 CORSON AVE.
NO. 2 WENATCHEE
P. O. BOX 98
NO. 3 OLYMPIA
P. O. BOX 327
NO. 4 VANCOUVER
4200 MAIN STREET
NO. 5 YAKIMA
P. O. BOX 52
NO. 6 SPOKANE 21
N. 2820 MAYFAIR ST.
NO. 7 SEATTLE 4
450 SPOKANE ST.

November 1, 1957

REFERRED TO
Paxson
By State Highway Engineer

Mr. Ros Rodgers
Division Engineer
Bureau of Public Roads
Olympia, Washington

Dear Sir:

The report of the Washington State Highway Commission on "Prior Expenditures on the National System of Interstate and Defense Highways" (section 114 study) was submitted on October 1, 1957. One project covered in this report was the Interstate Bridge over the Columbia River between Vancouver, Washington, and Portland, Oregon. This project is shown on sheet 441 of the R-1 schedule.

This report only covered the two units of the project that were under contract prior to June 30, 1957, which are the second Columbia River Bridge and the widening of the bridge over Oregon Slough. The complete project requires the contracting and construction of several other units which could not be included in the report because of the time limit of June 30, 1957. The units of the project which are to be placed under contract after that date are the reconstruction of the old bridge across the Columbia River which will carry the three northbound lanes; the grading, paving, structures, and miscellaneous work on the Washington approach; the landscaping of the project; the lighting, and the purchase of right of way not completed prior to June 30, 1957.

The bridge and approaches are a cooperative project with the States of Washington and Oregon participating in the cost. The estimated cost of those units of the Project in Washington is shown on Sheet 1, Table C, FAI Route Number One of the report "Estimate of the Cost of Completing the National System of Interstate and Defense Highways in the State of Washington", as revised and dated September 24, 1957 (Section 108(d) Study). These costs are shown under Section D1-D2 and are:

D1-D2 - - - - - - - - - - - - $1,581,000

NOTE:

In Table E of the Section 108(d) Study, cited above, is an item of $568,000 of "Other Federal Funds". This represents an anticipated contribution for the U.S. Corps of Engineers covering the portion of the cost of reconstructing the existing bridge that is chargeable to navigation needs under the Truman-Hobbs Act. As of this date, we have no contract with the Corps of Engineers and the receipt of these funds is not a certainty.

All of the work on this project, whether under contract on June 30, 1957, or contracted subsequently, must be done before any of it can be put to use. We recognize that, technically, under the wording of the Federal Aid Act of 1956 , these units for which contracts had not been entered into prior to June 30, 1957 cannot be considered for reimbursement under Section 114 of that Act. We do not believe that the Congress had in mind the separation of an integral project, such as this, into two parts, one eligible for reimbursement and the other not eligible. This project was begun, the financing on a toll basis arranged, and the first contract covering approximately two-thirds of the cost was entered into prior to June 30, 1957. We ask that the cost of the entire project be carried in the Section 114 report and that those items in Table E of the 108(d) report be added to Schedule R-1 of the Section 114 report.

Very truly yours,

W. A. BUGGE
Director of Highways

WAB:cr
REF
cc: Bugge
W. C. Williams
Cleon
Kenyon
Massey

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NOV 5 1957
OREGON
STATE HIGHWAY COMMISSION

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NOV 14 1957
FOR FILING
ROBERT D. HOLMES
GOVERNOR
7171
4658

STATE OF OREGON
EXECUTIVE DEPARTMENT
SALEM

October 29, 1957

NOTED
State Highway Engineer

The Honorable H. L. Schumacher
Mayor of the City of Vancouver
Vancouver, Washington

Dear Mayor Schumacher:

Thanks for your letter of October 16, together with the resolution adopted by the Vancouver City Council and the newspaper editorial enclosed therewith relative to the desirability of having the new Interstate Bridge between Portland and Vancouver be designated as a toll-free bridge.

I agree with you that this vital link in our interstate highway system should be toll-free. I shall do all within my power to help achieve this result.

Sincerely yours,

Robert D. Holmes
Governor

RDH:cd

cc: The Honorable Terry Schrunk
Mayor of Portland

✓ Mr. W. C. Williams
State Highway Engineer

RECEIVED
OCT 30 1957
OREGON
STATE HIGHWAY COMMISSION

ROBERT D. HOLMES
GOVERNOR

STATE OF OREGON
EXECUTIVE DEPARTMENT
SALEM

October 29, 1957

Honorable Terry D. Schrunk
Mayor of Portland
Portland, Oregon

Dear Terry:

This will acknowledge receipt of a copy of your letter addressed to Mr. W. C. Williams, State Highway Engineer, relative to the desirability for action being taken to have the new Interstate Bridge between Portland and Vancouver operated as a toll-free bridge.

I am in hearty accord with your desires that this bridge be toll-free. I think it is vitally important that this vital link in our state highway system should be established and operated as a toll-free bridge.

I shall be glad to cooperate with you and with our other officials to bring about this result.

Sincerely yours,

Robert D. Holmes
Governor

RDH:ed
cc: Honorable Wayne L. Morse
Honorable Richard L. Neuberger
Honorable Edith Green
Mr. W. C. Williams

COPY

RECEIVED
OCT 30 1957
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
OCT 29 1957
FOR FILING

7971

11-22

October 29, 1957

Oregon State Highway Commission

Gentlemen:

Attached hereto is a copy of a letter I have received from Mayor Schrunk of Portland, which letter you will find self-explanatory. I will discuss this with you at the Commission meeting this week.

Very truly yours,

R. G. Williams
State Highway Engineer

RGW:ml
Attach.
cc M. Paterson

OFFICE OF THE MAYOR
DEPARTMENT OF
PUBLIC SAFETY

TERRY D. SCHRUNK
MAYOR

CITY OF PORTLAND
OREGON

October 25, 1957

Mr. W. C. Williams
State Highway Engineer
State Highway Department
Salem, Oregon

Dear Mr. Williams:

Under date of February 25, 1957, I wrote you a letter requesting information as to the progress and possibilities through tying in with the Federal Highway Program in making the new Interstate Bridge across the Columbia River between Portland and Vancouver toll-free. This letter was addressed to you after considerable communications with the Oregon Delegation in Congress. On February 27, 1957, you provided this office with a very complete analysis of the current situation and you mentioned that in Section 114 of the Federal Aid Act of 1956, provisions were made for the Bureau of Public Roads to make a report to the Congress not later than 10 days subsequent to January 2, 1958, as to the advisability of reimbursing states for a portion of highways which are on the Interstate System - whether toll or free - the construction of which had been completed subsequent to August 2, 1957, and which facilities meet Interstate standards. This same subject matter is contained in a statement concerning the position of the Bureau of Public Roads with respect to Federal Aid participation in the bridge under construction over the Columbia River between Portland, Oregon and Vancouver, Washington, under date of January 31, 1957, provided Senator Wayne Morse by Mr. Tallamy, Federal Highway Administrator. Since I am certain that your office has been in close touch with the Federal Highway Administrator's office, I am writing this communication to ask if the Highway Departments in the State of Oregon and the State of Washington are working with the Federal Highway Administrator and the Bureau of Public Roads to have a recommendation included in the report of January 2, 1958, recommending that the Interstate Bridge between Portland and Vancouver be picked up by Congressional action as a part of the Federal Highway Aid Program? And secondly, to inquire of what assistance the City of Portland can be to the Highway Department in bringing about such action.

I still feel very strongly that all steps possible should be taken to bring the new Interstate Bridge under the Federal Aid Program and make it possible for it to be operated toll-free. I firmly feel that the social and economic interests of the Portland-Vancouver metropolitan area is so closely associated that any artificial trade barrier such as a toll bridge would do great harm to the entire area. It is my understanding that should the new Interstate Bridge become a toll bridge, as provided for by the original Acts of both the Legislatures of Oregon and Washington, that it will be the only toll bridge in the entire Main International Highway System from Mexico to Canada.

As Mayor of the City of Portland, I am perfectly willing to introduce a Resolution to the City Council on this matter, to contact and work with members of the Congressional Delegations in both Oregon and Washington on this subject, to send material on the same matter to the Federal Highway Administrator, and to personally appear anyplace, either on the Pacific Coast, or in Washington, D.C., before any committees or bodies to speak in behalf of legislation to bring the Interstate Bridge under the Federal Aid Program.

Please advise me of the present status of this problem, and I will welcome any suggestions as to how we can best assist you in the accomplishment of the objective of making the new bridge toll-free.

Yours truly,

Terry D. Schrunk

MAYOR

TDS.y

cc: Senator Richard L. Neuberger
Senator Wayne Morse
Congressman Edith Green
Governor Robert Holmes
Mayor H. L. Schumacher, Vancouver, Wash.
Portland Chamber of Commerce
Vancouver Chamber of Commerce
Chairman, Washington State Highway Comm.
Chairman, Board of County Commissioners, Multnomah County
Chairman, Board of County Commissioners, Clark County Wash.
Press

FORM E-123

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COMMISSIONERS
CHAS. H. REYNOLDS, CHAIRMAN
LA GRANDE
M. K. McIVER, MEMBER
PORTLAND
ROBERT B. CHESSMAN, MEMBER
ASTORIA
H. B. GLAISYER, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

W. C. WILLIAMS
STATE HIGHWAY ENGINEER
FORREST COOPER
DEPUTY STATE HWY. ENGR.
LEONARD I. LINDAS
COUNSEL

October 28, 1957

Mr. W. A. Bugge
Director of Highways
Washington Highway Department
Transportation Building
Olympia, Washington

Dear Mr. Bugge:

Attached hereto is a suggested draft of a letter to Mr. C. G. Polk, Division Engineer, Bureau of Public Roads, having reference to inclusion of future work on the Vancouver-Portland interstate bridge in the 114 report.

It appears that each State would have to submit an individual request. If you are in concurrence, I would suggest that the State of Washington submit a request similar to the one we propose to submit. If you have any suggestions for changes in our proposed draft, I would be most pleased to have your comment.

If this is to be submitted, it should be done promptly, and to this end I would appreciate your early advice.

Very truly yours,

ORIGINAL SIGNED
W. C. WILLIAMS

W. C. Williams
State Highway Engineer

WCW:hi
Attach.
cc Mr. Forrest Cooper
Mr. G. S. Paxson

NOTED
G. S. PAXSON

RECEIVED
OCT 23 1957
FOR FILING

October 22, 1957

Mr. M. K. McIver
State Highway Commissioner
225 S. W. Broadway
Portland 5, Oregon

Dear Mr. McIver:

Pursuant to your request for information on the various negotiations prior to beginning of construction on the Interstate Bridge, I submit the following.

The construction of an additional bridge between Portland and Vancouver has been informally discussed for a number of years. The first formal action taken was a proposal by Mr. Bugge, Director of Highways of Washington, that the two states make a joint study of the problem. This suggestion was made in February of 1950. The Oregon Highway Commission did not approve the joint study but authorized that a study be made of various routes on the Oregon side by the Oregon Department.

Four particular routes were studied; namely, the 82nd Avenue extension, a site between the extension of 16th and 39th Avenues, at the site of the existing bridge, and a site near the railroad bridge. This report was made in 1951 and indicated that without question the parallel bridge alongside the existing bridge site was the proper location. Washington then asked for a joint meeting of the two Commissions. The Oregon Commission did not think that the time was right for such a meeting but authorized Mr. Baldock to confer with the Washington Department with particular reference to feasible methods of financing. This meeting was held on September 16, 1952 in Olympia. Following this meeting a joint conference between the two Highway Commissions and the Washington Toll Bridge Authority was held in Portland on November 24, 1952, at which time a toll project was endorsed by resolution of the Commissions. Toll financing required additional legislation, which was passed by both states in the 1953 session as Chapter 389, 1953 Oregon, and Chapter 132, 1953 Washington.

An agreement was entered into on August 9, 1954, between the Oregon State Highway Commission, the Washington State Highway Commission, and the Washington Toll Bridge Authority, detailing the obligations of all parties. Upon the recommendation of bond attorneys, minor amendments were made to the 1953 laws at the 1955 legislative session and an amended agreement was entered into on April 27, 1955, to conform with these 1955 amendments.

Application was made to the U. S. Engineers for a permit authorizing the bridge and, when this permit was finally granted, it required major revisions to the existing bridge, primarily for the benefits of navigation. By letter the U. S. Engineers agreed to apply the Truman-Hobbs Act to that portion of the work of remodeling the existing bridge which was due to the requirements of navigation. This letter was dated December 1, 1955. The agreement between the states made Oregon responsible for the letting of construction projects and supervising of the work. The sale of bonds, collection of tolls and other financial matters were a responsibility of the Washington Toll Bridge Authority.

The Oregon State Highway Commission opened bids on the new structure on March 1, 1956, but withheld award pending sale of bonds financing this portion of the project. The sale of bonds was, however, authorized by the Oregon Highway Commission by resolution dated March 2, 1956.

The Washington Toll Bridge Authority advertised for bids on bonds which were sold to the Seattle First National Bank Combination on March 27, 1956, and the Oregon Highway Commission awarded the construction contract on that same day. This sale of bonds was in the amount of $9,300,000 face value. They were divided into $4,650,000 of series bonds maturing from May 1, 1961 to May 1, 1968, and $4,650,000 of term bonds maturing May 1, 1971. The bond resolution provides that all bonds, both serial and term, may be redeemed on any interest date at the following schedule:

On May 1 and November 1, 1961, at $102.50 per $100 par value
On May 1 and November 1, 1962, at $102.00 per $100 par value
On May 1 and November 1, 1963, at $101.50 per $100 par value
On May 1 and November 1, 1964, at $101.00 per $100 par value
On May 1 and November 1, 1965, at $100.75 per $100 par value
On May 1 and November 1, 1966, at $100.50 per $100 par value
On May 1 and November 1, 1967, at $100.25 per $100 par value
On May 1, 1968, and any interest payment date thereafter, at par.

There is nothing in the joint resolution which would allow call prior to May 1, 1961. Should the entire issue be redeemed on that date, the premium above par would amount to $232,500. The amount of premium would of course become less at later dates due to decrease in premium rate and to redemptions of bonds made subsequent to 1961 under the normal schedule of retirement.

This first bond issue provides only for the construction of the new bridge and the connections on the Oregon side. It is planned that a second bond issue in the amount of $6,200,000 be sold shortly after January 1, 1958 to provide for the reconstruction of the existing bridge, the toll facilities and reimbursement of Washington for expenditures made on the Vancouver approaches. The bond schedule and retirement provisions have not yet been drafted.

In order to proceed with the work it will be necessary that this second bond issue be sold even though some other method of financing was agreed upon in order to make the structure toll free. The retirement of

these bonds with State funds would require about $15,000,000 to cover principal and premium, or $7,500,000 for each state. Our ratio of federal aid on ordinary federal-aid projects averages 75 per cent Federal and 25 per cent State. The use of $7,500,000 of State funds would result in our inability to match $22,500,000 in Federal funds, which would represent $30,000,000 in federal-aid projects.

Very truly yours,

W. C. Williams
State Highway Engineer

cc Mr. Forrest Cooper
Mr. G. S. Paxson

GSP:gm fn

RECEIVED
NOV 22 1
FOR FI
of 10-a
4153

10/22/57 A.M.

Mr. McNeer: - Telephone request for information as to use,

Advised conversation 10/23 at noon with Mr. Curtis Arnow re Vacuum Toll Bridge.

Has reapportionment started?
date of agreement?
" permission to sell bonds?
" bonds sold?
" if not yet approval (as interstate job) what is vacancy? — penalty?

Will send letter tonight — acquisitions to bring to nearest thousand.

Where can be check of use or money?

1885

asked Parson to supply information in withdrawing absence — He did - copy attached.

M

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AGENDA
OCT 31 1957

October 21, 1957

Hon. H. L. Schumacher, Mayor
City of Vancouver
Vancouver, Washington

Dear Mayor Schumacher:

This acknowledges your letter of October 17, 1957 transmitting a copy of the resolution that was adopted by your City Council on October 8, 1957 relating to the operation of the Portland-Vancouver Interstate Bridge as a toll free bridge, and a copy of an editorial from the Oregonian, under date of October 14, 1957, concerning the same subject.

I shall be pleased to bring your letter and attached material to the attention of the members of the Oregon State Highway Commission and the State Highway Engineer for their information.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

HSC:jmc

cc: Commissioners
W. C. Williams

CITY OF VANCOUVER

WASHINGTON

OFFICE OF THE MAYOR

October 17, 1957

Oregon State Highway Commission
Salem, Oregon

Gentlemen:

Enclosed is a resolution unanimously passed by the City Council of Vancouver, Washington, at its meeting of October 8, 1957. This resolution is of the utmost importance to the citizens of Vancouver, Washington, Portland, Oregon, and the states of Washington and Oregon, and concerns the proposed toll on the new Interstate Bridge after completion.

We feel the arguments named in our resolution are of sufficient weight to merit your most aggressive action in bringing to the attention of the proper federal officials the responsibility of the federal government in including the bridge in the interstate toll free system.

Your cooperation in solving this problem, which so vitally affects our community, will be greatly appreciated.

Sincerely yours,

H. L. Schumacher

H. L. Schumacher
Mayor

HLS:mm
Enclosure

RECEIVED
OCT 21 1957
OREGON
STATE HIGHWAY COMMISSION

H. B. GLA...

Petition of the City Council of Vancouver, Washington
Relating to the Portland-Vancouver Interstate Bridge

WHEREAS, U. S. Highway 99 crosses Washington, Oregon and California extending from Canada to Mexico as a truly interstate, interregional and international highway, and

WHEREAS, U. S. 99 has been designated as an integral portion of the new "National System of Interstate and Defense Highways", hereinafter referred to as the Interstate Highway System, and

WHEREAS, there is now no toll road, toll bridge or other toll charge anywhere along this important thruway, and

WHEREAS, a toll bridge charge will be imposed at the time of the completion of the Portland-Vancouver interstate bridge system unless early action is taken by the Federal government to maintain the free flow of interstate commerce, and

WHEREAS, it was an historical accident that the bonds for the Portland-Vancouver interstate bridges were sold, the contracts let and preliminary engineering phases of construction begun within a matter of three months prior to June 29, 1956, when the President Signed the Federal Highway and Highway Revenue Acts of 1956, and

WHEREAS, no substantial amount of the actual construction work on said bridges had taken place at the time of the passage of said Acts by the Congress nor prior to signature by the President, and

WHEREAS, the brunt of the toll charges at the Portlant-Vancouver interstate bridge would fall on workers who must daily commute to their jobs, and

WHEREAS, many workers in Vancouver or Portland have moved and do now live on the other side of the Columbia River and have made investments in their homes on the basis of the existing free bridge, and

WHEREAS, the establishment of a toll would force many of these interstate workers to sell their homes and move across the river, and

WHEREAS, Vancouver and Portland business men make frequent trips across this bridge--and would be burdened by additional costs of doing business if a toll were imposed, and

WHEREAS, much of the cost of the bridge is directly attributable to the desire of Federal agencies to improve river navigation by raising the height of the bridges and by providing a hump in the bridges, and

WHEREAS, it is manifestly unfair to expect commuters, businessmen and other residents of the Vancouver-Portland metropolitan area to bear this cost of improving navigation which is historically and traditionally borne by the Federal government, and

WHEREAS, the collection of tolls would in part be for paying for toll collectors, toll houses, interest on bonds, and administrative overheads, and

WHEREAS, the people of Portland and Vancouver have already paid off the first interstate bridge by means of tolls over many years and were under protection of a contract which ostensibly prohibited reimposition of tolls for any reason, and

WHEREAS, the major reason for the second bridge and the costly approaches was to facilitate the flow of traffic, and

WHEREAS, the stopping of traffic to permit payment of tolls would actually recreate congested conditions, and

WHEREAS, the following resolution was submitted to the Washington Good Roads Association by the Southwest Washington delegate:

> "The enlargement of the present toll-free Portland-Vancouver Interstate Bridge, now under construction, is a part of the interregional highway system and every effort should be made by the Washington State Highway Department to bring it under the Federal Program of Highways toll-free. The planned imposition of tolls would place an unjust economic burden upon citizens of the local area who would pay an inequitable proportion of the cost of the facility created for interregional benefit."

WHEREAS, the Federal Highway Program, will include some new highways which had previously been considered for building as toll roads, and

WHEREAS, it is our firm belief that Congress intended all portions of the new Federal Interstate Highway System to be free of tolls other than gas taxes, and

WHEREAS, this belief is based on Section 109 of the Federal Highway and Highway Revenue Acts of 1956 (Public Law 627, approved June 29, 1956) which reads as follows:

> "Sec. 109 Declaration of policy with respect to reimbursement for certain highways.
>
> It is hereby declared to be the intent and policy of the Congress to equitably reimburse those States for any portion of a highway which is on the Interstate System, whether toll or free, the construction of which has been completed subsequent to August 2, 1947, or which is either in actual use or under construction by contract, for completion, awarded not later than June 30, 1957, and such highway meets the standards required by this title for the Interstate System. The time, method, and amounts of such reimbursement shall be determined by the Congress following a study which the Secretary of Commerce is hereby authorized and directed to conduct, in cooperation with the State highway departments, and other agencies as may be required, to determine which highways in the Interstate System measure up to the standards required by this title, including all related factors of cost, depreciation, participation of Federal funds, and any other items relevant thereto. A complete report of the results of such study shall be submitted to the Congress within

10 days subsequent to January 2, 1958. It is also declared to be the policy and intent of the Congress to provide funds necessary to make such reimbursements to the States as may be determined."

NOW, THEREFOR, BE IT RESOLVED by the City of Vancouver,

I

That the Council of the City of Vancouver does recommend and does respectfully petition the Governors of Washington and Oregon, the respective Highway Commissions, the members of the Congressional delegations of Washington and Oregon and the Secretary of Commerce to prepare and cause to be introduced legislation clarifying the provisions of the Federal Highway and Highway Revenue Acts of 1956 for the purpose of having that portion of the Interstate Highway System known as the Portland-Vancouver Interstate Bridge continued to be operated as a toll-free bridge, and that the costs of improving navigation on the Columbia River and improving the existing highway be borne and paid for out of funds provided by the Congress from gas taxes and other revenues for the Interstate Highway System.

II

That copies of this resolution be forwarded to the above named officials, to the Mayor and Commission of Portland, Oregon, to the Commissioners of Clark County, Multnomah County and the respective port districts, and to civic organizations in the greater Portland-Vancouver metropolitan area.

Adopted at regular session of the Council of the City of Vancouver, this 8th day of October, 1957.

H. L. Schumacher
Mayor

Ayes: Councilmen Teter, Shevach, Jensen, Adams & Schumacher

Nays: Councilmen None

Absent: Councilmen Shields, Smith

Attest:

R. B. Lovette
City Clerk

Approved as to form:

William C. Klein

The Oregonian

ESTABLISHED BY HENRY L. PITTOCK
An Independent Republican Newspaper

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HERBERT LUNDY, Editor of the Editorial Page — ROBERT C. NOTSON, Managing Editor
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MONDAY, OCTOBER 14, 1957 — 4M

Free Bridge 'Intended'

The floating into place last week of the 270-foot lift span of the new Interstate bridge recalled again the onerous tolls which face users of this and a remodeled existing bridge in the future.

As bridge builders were steering the span-holding barges into position, the Vancouver City Council unanimously adopted a resolution which should be supported by everyone in the Portland-Vancouver metropolitan district.

The resolution calls for the governors of Oregon and Washington, the highway departments of both states, the congressional delegations and the secretary of commerce to seek in Congress to have the cost of the improvement paid for out of the funds provided for the interstate highway system. This would mean that the bridge system would remain toll-free, as it has been for years since users finished paying the cost of the original structure.

Vancouver Council members pointed out the greater part of the toll charges will fall on workers who must commute daily to their jobs and who have made investments in homes on the basis of the existing free bridge. Businessmen of both cities also make frequent trips across the bridge and tolls would add to their cost of doing business.

The present bridge, which was paid for in tolls largely by the people of Portland and Vancouver, is adequate for local use. These people should not have to carry the principal burden in providing for through traffic, a nation-wide problem the interstate federal highway system is designed to solve. Neither should they be forced to pay for changes in the bridge system which are solely to improve river navigation, an historic federal responsibility.

Highway 99, which will become Interstate 5, will be entirely free of tolls from the Canadian to the Mexican border, except for the link across the Columbia. This is manifestly unfair and results solely from the "historical accident" that Oregon and Washington began the project on a toll basis before the federal interstate highway program was adopted.

Section 109 of Public Law 627 declares it is the intent and policy of Congress to equitably reimburse states for any portion of a highway on the interstate system, whether toll or free, which has been completed since August 2, 1947, or which was under construction before June 30, 1957, provided it meets standards of the interstate system. The Interstate bridge should qualify under this section. Let us see to it that Congress abides by its declared intent and policy.

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COMMISSIONERS
EUREKA
H. E. MORGAN
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O. E. STONE
SPOKANE
R. A. MOISIO
TACOMA
ERNEST J. KETCHAM
SEATTLE
LORENZ GOETZ, SECRETARY
OLYMPIA

STATE OF WASHINGTON
ALBERT D. ROSELLINI, GOVERNOR

WASHINGTON
STATE HIGHWAY COMMISSION
DEPARTMENT OF HIGHWAYS
W. A. BUGGE, DIRECTOR
TRANSPORTATION BUILDING
OLYMPIA

DISTRICT OFFICES
NO. 1 SEATTLE 8
6431 CORSON AVE.
NO. 2 WENATCHEE
P. O. BOX 98
NO. 3 OLYMPIA
P. O. BOX 327
NO. 4 VANCOUVER
4200 MAIN STREET
NO. 5 YAKIMA
P. O. BOX 88
NO. 6 SPOKANE 21
N. 2020 MAYFAIR ST.
NO. 7 SEATTLE 4
490 SPOKANE ST.

W. C. WILLIAMS

October 6, 1957

C

Honorable Terry D. Schrunk, Mayor
City of Portland
Portland, Oregon

Dear Mayor Schrunk:

O

The Washington State Highway Commission wishes to thank you for forwarding a copy of your letter of October 25, 1957 addressed to Mr. W. C. Williams, Oregon State Highway Engineer, concerning the interstate bridge between Portland and Vancouver.

P

The Washington State Highway Commission and the Director of Highways, Mr. Bugge, are fully cognizant of the importance of this matter and have been exploring all available avenues for the provision of a toll-free structure under the federal interstate program. You may be assured that they will continue to give this problem their earnest attention and will be happy to cooperate in any way possible with similar efforts by the State of Oregon.

Y

Very truly yours,

WASHINGTON STATE HIGHWAY COMMISSION

By: LORENZ GOETZ
Secretary

LG:CW
[redacted]

cc: Mr. W. C. Williams

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OCT 3 1957
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COMMISSIONERS
C. C. HUNTLEY, CHAIRMAN
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R. A. MOISIO
TACOMA
R. E. HENSEL
BREMERTON

LORENZ GOETZ, SECRETARY
OLYMPIA

STATE OF WASHINGTON
ALBERT D. ROSELLINI, GOVERNOR

WASHINGTON
STATE HIGHWAY COMMISSION
DEPARTMENT OF HIGHWAYS

W. A. BUGGE, DIRECTOR
TRANSPORTATION BUILDING
OLYMPIA

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NO. 3 OLYMPIA
P. O. BOX 367
NO. 4 VANCOUVER
4200 MAIN STREET
NO. 5 YAKIMA
P. O. BOX 98
NO. 6 SPOKANE 21
N. 2320 MAYFAIR ST.

NOTED
G. S. PAYSON

October 3, 1957

First Washington Corporation
1411 Fourth Avenue
Seattle 1, Washington

Attention: Mr. Jack E. Bates

Gentlemen:

I am pleased to acknowledge receipt of your proposal dated October 3, 1957, submitted on behalf of the First Washington Corporation and the firm of Bacon, Whipple & Co. of Chicago, wherein you propose to serve the Washington Toll Bridge Authority as financial consultant in the matter of issuance of the additional $5,200,000.00 of Vancouver-Portland Interstate Toll Bridge Facility Revenue Bonds at a fee of 80¢ per thousand dollars par value of bonds issued.

You may be advised that your proposal was submitted to the Washington Toll Bridge Authority at its formal meeting of October 3 and it is my pleasure to advise that the proposal which you submitted was accepted. It is, therefore, my pleasure to inform you that the First Washington Corporation and the firm of Bacon, Whipple & Co. of Chicago, are hereby appointed by the Authority to serve as financial consultants in connection with the issuance of the additional $5,200,000.00 of Vancouver-Portland Interstate Toll Bridge Facility Revenue Bonds.

You may be advised that we wish to proceed with the development of the items necessary to bring this matter to a successful conclusion in the immediate future as it is presently anticipated that the Oregon State Highway Department will wish to advertise the reconstruction contract for the existing Vancouver-Portland Interstate Bridge around the first of December, 1957. It is also anticipated that the Oregon State Highway Department will advertise the contract for a matter of six weeks with a 45 day "hold" provision on the award of the contract to enable the Authority to proceed with the sale of the bonds. This schedule would then indicate that the sale of bonds should take place around the middle of January with bids to be opened on the bond sale the early part of February.

I would sincerely appreciate meeting with you and bond counsel, being Mr. Richard Thorgrimson, sometime in the immediate future in order that we may proceed to develop the items necessary for this venture. You may be advised that I will contact Mr. Thorgrimson in the immediate future and arrange a time and place for a meeting and advise you accordingly in order that the necessary conference may be held.

Very truly yours,

WASHINGTON TOLL BRIDGE AUTHORITY

By: D. B. HEDGES
Executive Secretary

DBH:hm
cc: Mr. Richard Thorgrimson
Mr. Glen S. Paxson

RECEIVED
OCT 4 1957
STATE HIGHWAY COMMISSION

RECEIVED
SEP 21 1957
FOR FILING
7221
4652

September 24, 1957

Mr. Lloyd Dilsheimer, President
Portland Retail Trade Bureau
824 S. W. Fifth Avenue
Portland 4, Oregon

Dear Mr. Dilsheimer:

Acknowledgment is made of your letter of September 20 concerning the Interstate Bridge across the Columbia River between Portland and Vancouver.

During the past year, we have made several attempts to include the Interstate Bridge in the federal-aid interstate highway program. Upon our first submission to the Bureau of Public Roads, we went into great detail on the advisability of making this a toll-free structure and applying federal-aid funds to the project. Our request was rejected because of conflict with the federal law and because of the large number of similar projects in the nation for which such action on the part of the Bureau of Public Roads would set a precedent. A few months ago, we renewed our application to them and we are just now in receipt of advice that they have not modified their previous opinion in the matter.

The Highway Commission is sympathetic toward your request, but there seems to be nothing that it can do toward making this a federal-aid project. However, if you wish to discuss this matter in further detail, the Secretary will arrange for your appearance before the Commission at a forthcoming meeting.

Very truly yours,

W. C. Williams
State Highway Engineer

cc Mr. Forrest Cooper
Mr. G. S. Paxson

GSP:fn WCW:hi

Portland

RETAIL TRADE BUREAU

824 S. W. Fifth Avenue
PORTLAND 4, OREGON

September 20, 1957

Oregon State Highway Commission
Salem
Oregon

Gentlemen:

We would like to ascertain, at this time, whether the Interstate Bridge crossing the Columbia River (connecting Portland and Vancouver) will be included in the government's highway program as a non-toll bridge.

This organization is strenuously opposed to making the new bridge subject to tolls and would like to have a committee of our organization appear before your body, to have this bridge continued toll-free.

Yours very truly,

Lloyd Dilsheimer

Lloyd Dilsheimer,
PRESIDENT

LD:vk

RECEIVED
SEP 23 1957
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
SEP 30 1957
FOR FILING

7971
4622

September 20, 1957

Mr. W. A. Bugge, Director
Department of Highways
Transportation Building
Olympia, Washington

Dear Mr. Bugge:

I do not know whether you have a copy of Mr. French's letter of September 16 advising that federal aid could not be applied to the Interstate Bridge between Portland and Vancouver. In case you do not have such a copy, I am attaching a print from a letter which we received today.

Very truly yours,

W. C. Williams
State Highway Engineer

By

G. S. Paxson
Assistant State Highway Engineer

GSP:fn
Encl.

cc Mr. W. C. Williams

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
Region EIGHT

MONTANA
OREGON
IDAHO
WASHINGTON

P. O. BOX 3900
PORTLAND 8, OREGON

September 16, 1957

NOTED
W. C. WILLIAMS

Mr. W.C. Williams, Chief Engineer
Oregon State Highway Department
Salem, Oregon

Dear Sir:

Reply is made to your letter of July 9, 1957 requesting reconsideration of the decision expressed in Mr. Curtiss' telegram of November 23, 1956 denying participation of Interstate funds in the construction of the new Columbia River Interstate Highway Toll Bridge between Oregon and Washington in the vicinity of Portland.

Mr. Tallamy has carefully reviewed the facts connected with this project and advises this office that the situation has not changed since November, 1956 and he reaffirms the Bureau's position as expressed to you in Mr. Curtiss' wire November 23, 1956, namely that it would be inadvisable to make adjustments in the contract and financial provisions of the 1956 Federal Aid Act.

With respect to the work yet to be placed under contract for reconstruction of the existing bridge and approaches we advise as follows:

If this work were accomplished as a Federal Aid project, without any bond financing, it would nevertheless be necessary to charge tolls for use of the existing, as well as the new, bridges, in accordance with the terms of the bonds already sold to finance construction of the new bridge. Under these circumstances, there is a serious question as to whether Federal Aid funds could be used to pay any part of the cost of reconstruction of the existing bridge.

It has therefore been determined, and we have been directed to so advise you, that Federal Aid funds should not be approved for participation in the cost of the work yet to be let to contract.

Very truly yours,

B.H. French
Regional Engineer

RECEIVED
SEP 18 1957
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
DEC 2 1957
FOR FILING

COMMISSIONERS
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H. B. GLAISYER, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

W. C. WILLIAMS
STATE HIGHWAY ENGINEER
FORREST COOPER
DEPUTY STATE HWY. ENGR.
LEONARD I. LINDAS
COUNSEL

July 9, 1957

NOTED
State Highway Engineer

Mr. Baird M. French
Regional Engineer
U. S. Bureau of Public Roads
Post Office Box 3900
Portland 8, Oregon

Re: Columbia River Interstate Bridge, US99, Oregon and Washington

Dear Sir:

Under date of October 2, 1956, we sent a letter to Mr. F. E. Andrews, Division Engineer of the Bureau of Public Roads, Portland, Oregon, requesting consideration of making the Interstate Bridge Project between Portland, Oregon, and Vancouver, Washington, on US99, a Federal Interstate Highway Project under the terms of the Federal Aid Act of 1956. We have a copy of a telegram from Mr. Curtiss, Commissioner of Public Roads, to Mr. Andrews dated November 23, 1956, advising that it would be inadvisable to make adjustments in the contract and financial provisions to allow payment as an Interstate Project under the terms of the 1956 act.

The toll provisions on this connecting link in the Interstate System are very unsatisfactory in that it will be the only toll facility on this highway between the Canadian and Mexican border. In view of this, we would ask your reconsideration of the matter as presented to you in the above-mentioned letter and also of an alternate proposal under which the work yet remaining to be placed under contract might be made eligible for Federal Aid. This would reduce the amount of bonds standing against the project and would reduce the time in which tolls would be needed to retire the bonds.

The data presented in the above-mentioned letter of October 2, 1956, are still pertinent except for revision in the amount of work accomplished under the present contract. As of June 1, 1957, the amount of work done under this contract was $2,579,420.48.

The estimated cost of the work yet to be placed under this contract is as follows:

Estimated Cost of Work Yet to be Placed Under Contract

Reconstruction of existing bridge	$ 2,962,383
Construct toll plaza	250,000
South approach grading and paving	310,257
North approach grading and paving	100,000
Landscaping	16,875
Illumination	110,000
	$ 3,749,515
Estimated reimbursement under Truman-Hobbs Act	1,136,868
Net	$ 2,612,647

The plans and specifications for the reconstruction of the existing bridge are complete and will be submitted to the Corps of Engineers in the near future. You will note from the above statement that the reconstruction of the existing bridge is estimated to cost $2,962,383. Some portions of this cost are not due to the requirements of navigation. It is estimated that the portion of the work which is due to the requirements of navigation will constitute $2,273,736, of which the amount eligible for reimbursement under the Truman-Hobbs Act is $1,136,868.

If it is still your opinion that the entire project cannot be placed under the Federal Aid Act of 1956 as an Interstate Highway Project, we would ask your consideration of placing under Federal Aid the work not yet under contract so that the period in which tolls must be imposed will be materially reduced.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

BY /s/ W. C. WILLIAMS

WASHINGTON STATE HIGHWAY COMMISSION

BY /s/ W. A. BUGGE

WASHINGTON TOLL BRIDGE AUTHORITY

BY /s/ D. B. HEDGES

COPY

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XXXXXRXX-136B WY 11h-PD WAG .7 C-BPR

WASHINGTON DC 11-23-56 338P EST

F E ANDRESS

BPR PD

REURWIRE NOVEMBER 9 AND PREVIOUS CORRESPONDENCE CONCERNING COLUMBIA RIVER BRIDGE BETWEEN PORTLAND, OREGON AND VANCOUVER, WASHINGTON. SINCE CONTRACT FOR BRIDGE HAS BEEN AWARDED AND SUBSTANTIAL PORTION OF WORK ALREADY UNDERWAY IT HAS BEEN ADMINISTRATIVELY DETERMINED THAT IT WOULD BE INADVISABLE TO MAKE ADJUSTMENTS IN CONTRACT AND FINANCIAL PROVISIONS TO ALLOW PAYMENT AS INTERSTATE PROJECT UNDER TERMS OF 1956 ACT. SUCH ACTION WOULD ESTABLISH UNDESIRABLE PRECEDENT ON OTHER PROJECTS CURRENTLY UNDER CONSTRUCTION AND WOULD BE INCONSISTENT WITH SECTION 114 OF ACT WHICH INDICATES INTENT OF CONGRESS TO DETERMINE THROUGH AUTHORIZED STUDIES WHETHER REIMBURSEMENT SHOULD BE MADE FOR SUCH PROJECTS.

CURTISS COMMISSIONER OF PUBLIC ROADS

CFW 9 to 1956 w 114

EST 4COLP EST

FORM E-129 25M REVISED 8-56

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COMMISSIONERS
BEN R. CHANDLER, CHAIRMAN
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H. B. GLAISYER
SECRETARY

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

W. C. WILLIAMS
STATE HIGHWAY ENGINEER
FORREST COOPER
DEPUTY STATE HWY. ENGR.
C. W. ENFIELD
CHIEF COUNSEL

October 2, 1956

NOTED
State Highway Engineer

Mr. F. E. Andrews
Division Engineer
Bureau of Public Roads
P. O. Box 3900
Portland 8, Oregon

Re: Columbia River Interstate Bridge
US99, Oregon and Washington

Dear Sir:

In its provisions for a National System of Interstate Highways, the Federal Aid Highway Act of 1956 makes possible, in that program, the financing of the Columbia River Interstate Bridge on US99 between Portland, Oregon, and Vancouver, Washington. The States of Oregon and Washington request your consideration of the inclusion of this project and your advice in the matter. The history of the project, its current status, and the tentative proposal of the two states are as follows:

The Columbia River Bridge between Portland, Oregon, and Vancouver, Washington is the principal interstate connection between Western Oregon and Western Washington. It is on the established route of US99 and will be an integral part of the National System of Interstate and Defense Highways.

The existing Columbia River Bridge, which was completed in 1917, consists of a series of steel through-trusses having a total length of 3,532 feet. It has a roadway width of 38 feet between curbs and is operated as a four-lane structure, two lanes in each direction. The annual average daily traffic now exceeds 32,500 vehicles.

As early as 1940 when the annual average daily traffic was under 20,000 vehicles, it was realized that the existing bridge would be overcrowded within a few years due to natural traffic growth. A number of conferences between highway officials of the two states were held, and in 1950 and 1951 a study of possible additional facilities was made. This study showed conclusively that a second bridge, parallel to the existing bridge, carrying southbound traffic while the existing bridge carried northbound traffic and using each bridge for three lanes, was the most serviceable and economical solution.

The scarcity of highway funds at that time did not allow the financing of such a relatively major project with the usual highway revenue.

While a toll facility was highly undesirable, this method of financing was agreed upon as the only feasible way in which the project could be built. The state legislatures of Oregon and Washington recognized the urgent need for the construction of an additional bridge between Vancouver and Portland, and the State of Oregon passed an enabling act in 1953 and the State of Washington passed an enabling act in 1953 and 1955 authorizing the Oregon State Highway Commission and the Washington Toll Bridge Authority to construct a parallel bridge as a toll facility and likewise authorized the imposition of tolls on both the existing and the new structure upon completion of the facility. This action of the respective state legislatures is indicative of the procedure that was followed by the respective states in furthering this project as a toll facility.

As a result of conferences between appropriate officials, an agreement was entered into under date of August 9, 1954, between the States of Oregon and Washington, by and through their respective State Highway Commissions, and the Washington Toll Bridge Authority. That agreement was subsequently amended under date of April 17, 1955. The amended agreement, a copy of which is attached, provided for the construction of a new bridge across the Columbia River between Portland, Oregon, and Vancouver, Washington; the alteration or reconstruction of the existing bridge between Portland and Vancouver; the maintenance and operation of both bridges as a single toll facility; the issuance and sale of revenue bonds for the purpose of providing funds for the project; and the imposition and collection of toll charges for the use of both bridges for the purpose of providing revenue for the payment of bonds and interest and the cost of necessary maintenance and operation of the bridges. The amended agreement expressly provides for the termination of toll charges and operation of the bridges as free facilities as soon as all bonds have been retired.

In order to accomplish the objectives set forth in the agreement, the parties thereto assumed the following summarized obligations:

The State of Oregon agreed to make preliminary tests and examinations, to prepare necessary plans and specifications, and to make estimates of the costs of the project; to acquire all necessary rights of way within the boundaries of Oregon; to call for bids and award contracts in the name of both states for the completion of the project, to supervise the construction work, and to perform certain other miscellaneous obligations.

The State of Washington agreed to acquire all necessary rights of way within its boundaries to cooperate with and assist the State of Oregon in the project, and to perform certain other miscellaneous obligations.

The Washington Toll Bridge Authority agreed to make necessary preliminary studies and reports; to issue and sell revenue bonds in the name of and as the sole obligation of the Washington Toll Bridge Authority in amounts sufficient to pay all costs of the project including

financing costs; to operate the bridges as a single toll facility after completion; and to collect and disburse revenues derived from the bridge for the retirement of bonds, payment of interest, and other necessary expenditures.

The Columbia River is a navigable stream and the construction required a permit from the U. S. Engineers. After public hearings, a permit was granted but with the requirement that an auxiliary opening be provided south of the drawspan for smaller shipping, which opening would be double the span-length of the spans of the existing bridge and have a vertical clearance of 77.5 feet above low water. It was also required that the existing bridge be revised to provide these same clearances. The revisions of the existing bridge are also to be financed by revenue bonds secured by tolls on the two bridges.

Pursuant to these agreements, plans and specifications were prepared, the project was advertised for competitive bidding, and a contract was awarded to Guy F. Atkinson Company, 10 West Orange Avenue, South San Francisco, California, on March 3, 1956 in the amount of $6,681,940.00. Work is proceeding on the project. The estimated value of work done to September 1, 1956 is $153,427.46. June 1, 1957 $2,579,420 ±

This contract covers the main river bridge, the reconstruction of the bridge over Oregon Slough, and the revision of traffic interchanges at the south end of the Oregon Slough Bridge. The revisions to the north approach in Vancouver, the highway reconstruction between the main river bridge and Oregon Slough, the toll-collecting facilities, and the revisions to the existing bridge are to be covered under contracts yet to be awarded.

Plans and specifications were prepared in accordance with the 1953 edition of the AASHO Specifications for Highway Bridges. Copies of the plans, specifications and tabulation of bids received for the project are attached.

Work on the plans and specifications for the revisions to the existing bridge is under way. A contract for these revisions was scheduled for advertising about January 1, 1958. The U. S. Engineers have advised us that the Truman-Hobbs Act is applicable to the revision of the existing bridge and that they will contribute to the project under the terms of that act. It is estimated that this contribution will be 50 per cent of the estimated cost of $2,300,000 for revising the existing bridge.

It is estimated that the total cost of the entire project, including financing costs, will be $14,500,000. Accordingly, the Washington Toll Bridge Authority has authorized issuance and sale of revenue bonds in the total principal sum of $14,500,000, payable solely out of revenues to be derived from tolls imposed for the use of the two bridges. Bonds in the principal sum of $9,300,000 (referred to as "1956 Bonds") have already been issued and sold for the purpose of providing funds for paying the cost of constructing the new bridge across the Columbia River, including

approaches thereto, of acquiring the necessary rights of way therefor, of paying interest on the bonds during the period of constructing both bridges and for six months thereafter, and of other incidental expenses. The Washington Toll Bridge Authority has convenanted and agreed that it will call for payment and retirement of specified amounts of the bonds upon designated dates beginning May 1, 1956, and ending May 1, 1971, when all the "1956 Bonds" will have matured. The Toll Bridge Authority has also reserved the right to redeem any or all of the "1956 Bonds" at designated prices and times of beginning May 1, 1961. Under present plans, additional bonds in the principal sum of not to exceed $5,200,000 will be issued and sold at a later date to provide funds for the remaining costs of the project, including the cost of alteration or reconstruction of the existing interstate bridge. These subsequent bonds, if issued and sold, will be on the same terms and conditions as the "1956 Bonds".

Since the award of the contract for the new bridge, the Federal Aid Highway Act of 1956 has become effective. The States of Oregon and Washington, recognizing the many disadvantages of a toll facility in the otherwise toll-free US99 Interstate Highway, desire to determine whether it is practical to place this project in the Interstate Highway program of the two states. The construction contract has been awarded and work is under way. A considerable portion of the construction plant has been installed. Orders for material have been placed and considerable template work for the structural steel spans has been done. It would be both impractical and costly to cancel the present contract and start anew. The States tentatively propose that the Bureau of Public Roads review the plans, specifications and contract for the project and, if these are found in substantial compliance with the rules and regulations governing Federal Aid projects on the Interstate Highway System, that technical objections relative to approval prior to contracting be waived and approval given as an Interstate Highway project.

The States of Oregon and Washington request your early consideration of this proposal and your advice in the matter. If you find that the proposal is practicable, formal application will be made by the States.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

By /s/ W. C. WILLIAMS

WASHINGTON STATE HIGHWAY COMMISSION

By /s/ W. A. BUGGE

WASHINGTON TOLL BRIDGE AUTHORITY

By /s/ W. A. BUGGE

Attachments

RECEIVED
1957
FOR FILING

GUY F. ATKINSON COMPANY
CONTRACTORS AND ENGINEERS
INTERSTATE BRIDGE PROJECT
P. O. BOX 158
NORTH PORTLAND, OREGON

SOUTH SAN FRANCISCO
LONG BEACH
PORTLAND
SEATTLE

GUY F ATKINSON CHAIRMAN OF BOARD
GEO H ATKINSON PRESIDENT
A E HOLT SENIOR VICE-PRESIDENT
D E ROOT VICE-PRESIDENT
W A KETTLEWELL VICE-PRESIDENT
E M JENNETT VICE-PRESIDENT
E B SKEELS VICE-PRESIDENT
F R BONNER VICE-PRESIDENT
G W WINTZ VICE-PRESIDENT
H H HUNT VICE-PRESIDENT
R W ATKINSON VICE-PRESIDENT
G P GORDON VICE-PRESIDENT
R S KERR VICE-PRESIDENT AND CHIEF ENGINEER
J J MORTON VICE-PRESIDENT
A H STEINER VICE-PRESIDENT
DONALD K GRANT SECRETARY
J H WAUGH TREASURER

7771

46

August 29, 1957

Oregon State Highway Department
State Highway Building
Salem, Oregon

ATTENTION: Mr. G. S. Paxson

Gentlemen:

Reference is made to your letter of July 26, 1957 with reference to our request for extension of time to correspond with delays to construction work being performed under Contract No. 4653.

It is quite apparent that we have failed to give you sufficient details to properly evaluate our request. This is, no doubt, because we who are so close to the details of a particular construction job feel that everyone must be aware of our problems since they loom so large to us.

In this particular instance we have under construction two bridges on one contract. We have considered the total work as one job and allocated our crews and equipment accordingly. In scheduling the work, we have had to program our manpower and machines for maximum economy and to push certain parts of the work at seasons of favorable weather and water conditions. You may have noted that we placed great emphasis on completing heavy work in both the main channel and Oregon Slough during the first low water season to enable us to achieve more efficient utilization of manpower, equipment and materials on the balance of the work and to assure, as much as possible, completion within the contract time by early performance of the most hazardous work.

You will also recall that all of our castings were constructed in the same yard by the same crews and using the same equipment, our water work was performed by employing extra equipment to achieve maximum production during the first low water season and to eliminate the attendant risks of non-completion of the Oregon Slough portion of the work that would have accompanied programing of this work during the second low water season. Steel work on Oregon Slough Bridge was also planned for early completion to permit most economical and safe work on the deck and division strip.

NOTED

All these considerations were based on the expressed intent of the Contract that "any delay in the completion of a designated portion or all of the work to be done under this contract will delay completion of the entire project" (see page G-24 of the Contract).

That there was a delay apparently is not in question. We had previously endeavored to point out the effects of this delay in our letters of January 29, 1957; February 26, 1957; March 25, 1957; March 27, 1957; and April 6, 1957. At no time were we informed that you felt this to be a minor matter and consequently we felt assured that the pertinent portion of the specifications would govern. We refer to the following on page G-25 of the contract.

"Changes in plans and increases in the quantities of work to be performed will be considered cause for said waiver of liquidated damages only when they are of such nature and when they occur at such times that they materially and necessarily retard the progress of the work."

We regret that we did not more fully explain our request at the time of its submittal and we request that you reconsider your preliminary findings in the light of this more complete information.

We will appreciate your advice.

Very truly yours,
GUY F. ATKINSON COMPANY

George T. McCoy, Jr.

George T. McCoy, Jr.
Project Manager

RECEIVED
AUG 30 1957
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
AUG 22 10
SCD
JAMES E. NEAL
CITY MANAGER

CITY OF VANCOUVER

WASHINGTON

August 21, 1957

Mr. G. S. Paxson
Assistant State Highway Engineer
State Highway Department
Salem, Oregon

Dear Mr. Paxson:

We want to thank you for your letter of July 26th, explaining your policy concerning heating of the Interstate Bridge. We have been primarily concerned about the icy conditions on the bridge because of the personal experience our Police Department has had in answering numerous calls on the many occasions during the wintertime when ice is formed on the bridge.

As you probably know, the East wind coming down the gorge freezes the surface of the bridge very quickly. Our Police Department finds that at almost every freezing, long lines of cars are tied up at the bridge approach, which is now only a 2.441% grade. This congestion lasts until the sanding crews arrive sometime later; and, of course, sanding crews have considerable difficulty getting through the traffic congestion and onto the slick parts of the road and bridge.

We believe and experience has proven to us that sanding crews at this particular bridge during icy conditions are not the answer. It is further our opinion that on a bridge that costs $7,000,000, some provision should be made for keeping the bridge clear of ice during the winter.

It is our understanding that even the most expensive method such as a heat exchange system would cost $87,000. We have had contacts with General Electric which estimates that they can put in a system for half of that amount.

It is still our opinion, therefore, that this problem should be thoroughly considered by your department.

Very cordially yours,

J E Neal

James E. Neal
City Manager

NOTED
G. S. PAXSON

JEN:mm

RECEIVED
AUG 30 1957
FOR FILING

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6712

North Portland, Oregon
August 19, 1957

NOTED
W. C. WILLIAMS

State Highway Commission
State of Oregon
Salem, Oregon

Gentlemen:

Attention: Mr. W. C. Williams
Your letter of July 30, 1957

We wish to thank you for your letter and information regarding the hardship conditions which we have suffered since the construction work has started on the bridge adjanent to our business.

The only correction we wish to add is that the trouble with our well occurred on September 28, 1956, and the pump people who repaired it, suggested that we investigate the possible condition of vibration or diversionary factors that may have contributed to our well and water difficulties.

We are still experiencing a great many difficulties and inconveniencies from the many vibrations and shocks to the refrigeration and equipment which occurred in the past few months.

We are contacting the Guy F. Atkinson Company as mentioned in your letter as we sincerely feel that we have been put to considerable expense and loss through no fault of our own.

Thanking you again, we are

To W.C.W.:

Very truly yours,

THE JUG

partner

Herb Schwartz

NOTED
FORREST COOPER

RECEIVED
AUG 26 1957
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
AUG 30 1957
FOR FILING

1277

6712

North Portland, Oregon
August 19, 1957

NOTED
W. C. WILLIAMS

State Highway Commission
State of Oregon
Salem, Oregon

Gentlemen:

Attention: Mr. W. C. Williams
Your letter of July 30, 1957

We wish to thank you for your letter and information regarding the hardship conditions which we have suffered since the construction work has started on the bridge adjanent to our business.

The only correction we wish to add is that the trouble with our well occurred on September 28, 1956, and the pump people who repaired it, suggested that we investigate the possible condition of vibration or diversionary factors that may have contributed to our well and water difficulties.

We are still experiencing a great many difficulties and inconveniencies from the many vibrations and shocks to the refrigeration and equipment which occurred in the past few months.

We are contacting the Guy F. Atkinson Company as mentioned in your letter as we sincerely feel that we have been put to considerable expense and loss through no fault of our own.

Thanking you again, we are

To W.C.W. :

Very truly yours,

THE JUG

partner

Frank Schwartz

NOTED
FORREST COOPER

RECEIVED
AUG 26 1957
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
JUL 31 1957
FOR FILING

July 30, 1957

Mr. Herb Schmarts
Box 125
North Portland, Oregon

Dear Sir:

In reply to your letter of July 8, we have had our engineering personnel investigate the conditions to which you refer. They report that the apparent shortage of water is likely attributable to low ground water table at this time of year. They report further that there may be some justification for the thought that construction work has damaged the refrigeration equipment. The resident engineer on the project reports a great deal of vibration to the ground at two stages of the highway construction; first, when Swift Ramp was being demolished and second, when sheet piling was driven for protection of the building during the construction of bent 7 and walls "A" and "B" of the Oregon Slough structure.

Damages of this kind are covered by the specifications of the contract which require that the contractor carry insurance to cover such items. The contractor is Guy F. Atkinson Company.

With regard to the loss of storage space due to alteration of the building and the nuisance of dust during the alteration, we must advise that these items will be considered in the compensation paid to the property owner in the right-of-way settlement or condemnation proceedings as the case may be.

Very truly yours,

W. C. Williams
State Highway Engineer

cc Mr. Forrest Cooper
Mr. Tom Edwards
Mr. P. M. Stephenson
Mr. R. L. Porter

TE:ar fn

FORM E30—50M—2-57—1476

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
July 26, 1957

SUBJECT: Claim for damages by Mr. Schwartz

To:

Mr. Tom Edwards
Construction Engineer
O f f i c e

Attention: Mr. D. J. Barbee

Recently Mr. Edwards received an assignment to investigate a damage claim by a Mr. Schwartz for alleged damages to the tavern known as The Jug" near the south end of the Oregon Slough Bridge. Our resident engineer Mr. Rear has made an investigation and a copy of his letter is attached.

It appears from Mr. Rear's report that the claim for damages to the pump and well is due to a receding water table and cannot be attributed to our construction.

Mr. Rear also states that there is a possibility that the damage to the refrigeration system might have been caused by vibration during the driving of steel sheet piling to protect the building. If so, Mr. Schwartz should look to the contractor to recover the cost of the repairs. No doubt the contractor is covered by liability insurance to take care of such claims.

P. M. Stephenson
Bridge Engineer

PMS/mm
Attached
cc: Mr. Al Rear

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Portland, Oregon
July 22, 1957

SUBJECT: Claims for Losses
Interstate Bridge Construction

To: Mr. E. G. Richards
Assistant Bridge Engineer
State Highway Building
Salem, Oregon

I have investigated the alleged damage to The Jug and find that a considerable amount of damage has been done as a result of foundation failure. This failure was apparently caused or agitated by vibration of the ground at two stages of the highway construction--first, when Swift Ramp was being demolished (June 26 to Aug. 8, 1956) and second, when sheet piling were driven for protection of the building during the construction of bent 7 and walls "A" and "B", Oregon Slough structure (June 19 to June 26, 1957).

Mr. Schwartz's claim for loss of water is apparently due to receding water table and not to highway construction. A copy of the invoice for the repair of the pump and well is attached.

Mr Schwartz's claim for damage to his refrigeration system may be justified. The damage was caused by vibration which may have been due to the activity at bent 7 or it may have been the refrigeration system itself. There is no way of knowing which source of vibration caused the leak in the system that caused the damage. A copy of the statement is attached.

The remainder of Mr. Schwartz's claim is for inconvenience suffered because of the construction. Loss of storage space due to alterations of the building and the nuisance of the dust during the alteration. These items should be recovered from the landlord who, no doubt, received his compensation as a result of the settlement with the State of Oregon when the property was acquired.

Alfred A. Knar
Ass't Eng. Engr.

cc A. J. Shelton

ASSIGNMENT

Date: July 10, 1957 No. 6712 By WCW

Description: Letter 7-8-57 from Herb Schwartz Box 125, North Portland, about damages to his business because of highway construction going around his building.

Acknowledged by____ Referred to EDWARDS

- Investigate and report with recommendation
- Such action as necessary and report
- Comment or recommendation
- xReturn with rough draft of reply
- Prepare reply for signature of Mr._____
- Contact correspondent and report

Remarks:

Executed 7-20-57 Report Received_____

North Portland, Oregon

July 8, 1957

mmission

our attention to a series of breakdowns suffered in the past several months, rectly due to the extensive highway nd our building. Our well want out on bing and refrigeration has been breaking the bridge and road construction is

eady taken a large loss in being time, we feel that something should ion to compensate for the extensive damages that have taken place at no fault of ours.

Will you please advise us what steps we need to take?

Your answer will be appreciated.

Very truly yours,

Herb Schwartz

Box 125

North Portland, Ore.

(The Jug)

RECEIVED
JUL 10 1957
OREGON
STATE HIGHWAY COMMISSION

REFERRED TO
BY SECRETARY

North Portland, Oregon

REFERRED TO
Edwards
State Highway Engineer
Please prepare reply.

July 8, 1957

Oregon State Highway Commission

Salem, Oregon

Gentlemen:

We would like to call your attention to a series of breakdowns which our business has suffered in the past several months, and which we find is directly due to the extensive highway construction going around our building. Our well want out on us and much of our plumbing and refrigeration has been breaking down continuously while the bridge and road construction is taken place.

Inasmuch as we have already taken a large loss in being evicted within a short time, we feel that something should be done by your Commission to compensate for the extensive damages that have taken place at no fault of ours.

Will you please advise us what steps we need to take?

Your answer will be appreciated.

Very truly yours,

Herb Schwantz

Box 125
North Portland, Ore.
(The Jug)

RECEIVED
JUL 10 1957
OREGON
STATE HIGHWAY COMMISSION

STATEMENT

ALADDIN REFRIGERATION SERVICE

ROCKY JORDAN

"WE AIM TO FREEZE"

PORTLAND 16, OREGON. July 1 19 57

IN ACCOUNT WITH

The Jug
Box 50
North Portland, Ore.

11537 S. E. GRANT — Phone Alpine 3-9823

1 Expansion Valve	18.00
6# Freon 12	9.00
2 Driers	15.20
Refrigeration Service	12.00
	$54.20

INVOICE

Telephone
ATlantic 1-1263

MAIL ADDRESS
P O BOX NO 7762

Pump Pipe & Power Co.

265 N. HANCOCK ST.
PORTLAND 12, OREGON

DATE Sept. 27, 1956

INVOICE NO. 11224 - 29951

YOUR ORDER NO. Service

SHIPPED VIA

TERMS Net

SOLD TO Flanagan's Restaurant
3520 S. E. 82nd Ave.
Portland, Oregon

SHIPPED TO The Jug Club
No. Portland, Oregon

COPY

9/24	Labor 2 men to replace motor bearings, pull pump, dismantle, clean, check, replace bowl unit, assemble & install w/ 20 ft. additional column, hook up & test	170.00
	Truck Rental 14½ hours to pull pump & reinstall @1.50	21.75
	Mileage 22 miles (2 trips) @ 12¢	2.64
	Parts 2 ball bearings, 20 ft. column & shaft w/ bearings, bowl w/ bearing, foot valve, air control, packing studs and nuts, packing	200.75
		395.14
9/25	Add additional column & shaft to Pomona chief	12.90
	Labor 1 man to job adjust pump and reset pressure switch	
	Mileage - 11 miles @ 10¢ mile	1.10
		409.14

RECEIVED
AUG 7 1957
FOR FILING
7771
4(2 5

July 29, 1957

Mrs. Ellen Swenson
4115 Fir Street
Vancouver, Washington

NOTED
G. S. PAXSON

Dear Mrs. Swenson:

In reply to your recent letter, I am sending you a copy of a letter prepared by Mr. G. S. Paxson, Assistant State Highway Engineer, and directed to the Mayor of the City of Vancouver, which I believe you will find covers the questions raised in your letter.

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

FC:gm
Encl.

Re: Hazard of ice
on Interstate Bridge

M. H. S Paxton

"Your judgment" seems a bit unsound to many of us who ride the Vancouver - Portland bus to work each day. We know first-hand the hazards of crossing the present bridge in icy weather and wondered soon after construction started how we would negotiate the "hump" in the new one in icy weather.

Mrs. Ellen Severson
4115 Oak St.
Vancouver, Wash.

Columbian
Vancouver, Wash.
July 17

Drive

Hazard of Winter Ice Attacked

Letters Ordered Sent to States Asking Remedy

City councilmen Tuesday night backed up the Vancouver Traffic Bureau in its efforts to have the "hump" in the new Interstate Bridge heated in some way to prevent a traffic hazard by ordering that letters be sent to the highway departments of Washington and Oregon endorsing the local group's recommendation.

The council took the action after hearing Capt. Harry O. Wood, head of the Vancouver police traffic division, point out the traffic hazard potential the "hump" would be during the icy weather.

Wood recalled the police being called to investigate as many as 24 traffic accidents in an hour during one cold spell last winter, with the majority of them occurring at the Vancouver end of the present Interstate bridge, which is only 2.441 per cent grade, considerably less than the nearly five per cent grade the new structure will have.

Wood stressed that the method used to keep the ice and snow off both spans wasn't important to the Bureau, as long as some corrective steps are taken to reduce the traffic hazard. He termed it "ridiculous" to build a $7,000,000 bridge and then refuse to invest a few thousand dollars in safety equipment.

COSTS FEARED?

Wood had reference to a statement made earlier this week by Asst. State Engineer G. S. Paxton, that "heating the bridge would be a very, very costly thing. In our judgment it wouldn't seem to warrant that expenditure."

The police captain told the councilmen that any one of several methods could be used to heat the spans. The present Interstate bridge will be changed to the same height as the new one after construction on the new span is complete.

Reverse cycle heating with the use of water has been used successfully in heating and cooling

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Reverse cycle heating with the use of water has been used successfully in heating and cooling several buildings in this area and might be utilized to heat the "humps", Wood said.

All the councilmen seemed to agree with Wood's suggestions, with one of the group stating that possibly water from the Columbia River could be used in a reverse cycle heating system.

ARMY SLOWED?

Interviewed after the council meeting on the matter, Wood said that the "humps" would be especially hazardous during wartime when convoys of military vehicles and men are moved through the city constantly. During World War II patrolmen were called upon on some occasions to escort convoys through the city and over the bridge at the rate of one every two and one-half minutes. Ice on the bridge during such movements might prove disastrous and certainly endanger the war effort, Woods asserted.

July 26, 1957

Mr. H. L. Schumacher, Mayor
City of Vancouver
Vancouver, Washington

Dear Mr. Schumacher:

Reference is made to your letter of July 18 concerning the possibility of traffic accidents due to ice on the Interstate Bridge in the winter season. We realize the potential hazard and have very carefully studied the matter.

The heating of such a long section of deck is a very expensive matter, both for installation and operation. The use of heated water is not advisable because of the time necessary to heat the water. We would have to keep such a system operating continuously during the entire winter season in order to have the heat available when it was needed. We have made two installations of electric heating on bridge structures, both of which structures were on seven percent grades. Our experience with these heating systems and the cost of their operation and maintenance has not been too favorable.

We will have available the proper equipment to either sand the decks or use salt or calcium chloride to prevent the formation of ice. This equipment can be on the job much quicker than we could heat the pavement by any means.

We feel that the danger is being overestimated. You were undoubtedly familiar with the west approach to the Steel Bridge in Portland. This approach has long sections of grade between six percent and six and one half percent. In the five years from 1952 to date, there have only been six reported collisions involving no fatalities nor personal injuries.

The weather conditions are essentially similar at the Interstate Bridge and with the 4.7 percent grade on the Interstate Bridge we feel that we can adequately handle the situation. The present Interstate Bridge even on the level grade between the Washington State line and the Oregon end of the structure does have a bad accident record. Steep grades of course play no part in the record on this section of the Interstate Bridge and we feel that the trouble has been due primarily to the two-way operation and to the narrow traffic lanes. When the new bridge is completed and the old bridge reconstructed, we will have wide traffic lanes and all traffic on each structure will be going in the same direction.

I appreciate your concern with reference to the matter but do want to assure you that we have very carefully considered the situation in our design and are sure that we can adequately take care of it.

Very truly yours,

W. C. Williams
State Highway Engineer

By

G. S. Paxson
Assistant State Highway Engineer

GSPaxson

cc Mr. W. A. Bugge
Mr. W. C. Williams
Mr. F. B. Crandall

[redacted] Vancouver estimates $87,000 to host two sports.

Grade of West Approach to Steel Brg.

Upper 6.43

DEPARTMENT

ONDENCE

[redacted] Bridge

[redacted] Bridge (. Approach)

[redacted] Assistant Traffic Engineer

(...

Herewith are the accident data for the above mentioned locations. The period covered is from January 1, 1952 to May 31, 1957. The listed accidents occurred on either snowy or icy road surfaces.

Interstate Bridge (Oregon Side)

Total Accidents on the Interstate Bridge	Year	Collision Type	No.	Severity of Accident: Fatal	Non-Fatal	Prop. Damage	Number of Persons: Kill.	Inj.
67	1952	--	-					
46	1953	[illegible]	1	-	-	1	-	-
50	1954	[illegible]	1	-	-	1	-	-
70	1955	[illegible]	3	-	1	2	-	2
		[illegible]	5	-	1	4	-	3
		SSO	1	-	-	1	-	-
		SSM	2	-	1	1	-	3
81	1956	SSO	1	-	-	1	-	-
		FO	1	-	-	1	-	-
		RE	2	-	1	1	-	1
		SSM	1	-	-	1	-	-
37	1957 (5 Mo)	HO	1	-	1	-	-	2
		SSM	1	-	-	1	-	-
		RE	3	-	-	3	-	-
		FO	2	-	-	2	-	-
351	TOTAL		25	-	5	20	-	11

Mr. Paxson: Attached is copy of the information you requested on the west approach to the Steel Bridge. I also worked up some information on the Interstate Bridge.

Al Head

[redacted]ATE HIGHWAY DEPARTMENT

[redacted]EPARTMENT CORRESPONDENCE

[redacted]

SUBJECT: [redacted]

To: [redacted]

Herewith are the accident data for the above mentioned locations. The period covered is fro[m] Jan[uary] 1, 1952 to May 31, 1957. The listed accidents occurred on either snowy or icy road surfaces.

Interstate Bridge (Oregon Side)

Total Accidents on the Interstate Bridge	Year	Collision Type	No.	Severity of Accident: Fatal	Non-Fatal	Prop. Damage	Number of Persons: Kill.	Inj.
67	1952	--	-	-	-	1	-	-
46	1953	RM	1	-	-	1	-	-
50	1954	RE	1	-	1	2	-	2
70	1955	RO	3	-	1	3	-	3
		FO	5	-	-	1	-	-
		SSO	1	-	1	1	-	3
		SSM	2	-	-	1	-	-
81	1956	SSO	1	-	-	1	-	-
		FO	1	-	1	1	-	1
		RE	2	-	-	1	-	-
		SSM	1	-	1	-	-	2
37	1957 (5 Mo)	RO	1	-	-	1	-	-
		SSM	1	-	-	3	-	-
		RE	3	-	-	2	-	-
		FO	2	-	-			
351	TOTAL		25	-	5	20	-	11

Steel Bridge (West Borough)

Total Accidents on Selected Approaches	Year	Collision Type	No.	Severity of Accident: Fatal	Non-Fatal	Prop. Damage	Number of Persons: Kill.	Inj.
39	1952	[illegible]	1	-	-	1	-	-
55	1953	[illegible]	1	-	-	1	-	-
43	1954	---	-					
71	1955	[illegible]	1	-	-	1	-	-
		[illegible]	1	-	-	1	-	-
79	1956	Turn	-	-	-	-	-	-
		FO	1	-	-	1	-	-
38	1957	—	-	—	—	—	—	—
325	(5 Mo)							
	TOTAL		6	-	-	6	-	-

HO - Head On
FO - Fixed Object
SSW - Sideswipe Meet
SSO - Sideswipe Overtake
RE - Rear-End

Vince Gallagher
Accident Analysis Engineer

VG:dmb

NOTED
V. GALLAGHER

COMMISSIONERS
E. C. HUNTLEY, CHAIRMAN
COLFAX
H. E. MORGAN
LONGVIEW
O. E. STONE
SPOKANE
R. A. MOISIO
TACOMA
R. E. HENSEL
BREMERTON

LORENZ GOETZ, SECRETARY
OLYMPIA

STATE OF WASHINGTON
ALBERT D. ROSELLINI, GOVERNOR

WASHINGTON
STATE HIGHWAY COMMISSION
DEPARTMENT OF HIGHWAYS

W. A. BUGGE, DIRECTOR
TRANSPORTATION BUILDING
OLYMPIA

DISTRICT OFFICES
NO. 1 SEATTLE 8
6431 GORDON AVE
NO. 2 WENATCHEE
P. O. BOX 98
NO. 3 OLYMPIA
P. O. BOX 367
NO. 4 VANCOUVER
4200 MAIN STREET
NO. 5 YAKIMA
P. O. BOX 98
NO. 6 SPOKANE 21
N. 2820 MAYFAIR ST.

July 23, 1957

C
O
P
Y

Mr. James E. Neal
City Manager
Vancouver, Washington

Dear Mr. Neal:

Regarding the concern of the City Council relative to the grade on the Interstate Bridge, this matter has been thoroughly discussed with Mr. Glenn Paxson, Assistant State Highway Engineer of Oregon, who, as you know, is responsible for the design of this structure. Mr. Paxson does not feel that the fact that the grade is 4.733% would justify the expense of incorporating heating equipment into the structure which would dissipate the ice as quickly as it formed.

Mr. Paxson advised me that his department has made a thorough study of this situation and they feel that with proper maintenance and using the necessary ingredients relative to ice control, the anticipated problems would not occur with respect to the movement of traffic over this structure during the winter months, especially during the time when ice conditions may exist. He has likewise analyzed the economics of such an installation from the standpoint of cost and benefits to be derived and does not feel such installation would be justified.

I fully appreciate the concern of your Council and likewise the Traffic Bureau but the grade is consistent with that on many highway sections which are properly maintained through the winter months and I am sure that with the experience that the Oregon Highway Commission and the Washington Highway Commission have had in the matter of maintaining roadway sections that are subject to ice conditions, a free flow of traffic will be evident at all times with respect to the anticipated conditions.

Very truly yours,

W. A. BUGGE
Director of Highways

WAB/rr
cc: Mr. Paxson
Mr. Dinsmore

RECEIVED
JUL 24 1957
OREGON
STATE HIGHWAY COMMISSION

CITY OF VANCOUVER

OFFICE OF THE MAYOR

WASHINGTON

July 18, 1957

Paxson

Mr. W. C. Williams
State Highway Engineer
Oregon State Highway Department
Salem, Oregon

Dear Mr. Williams:

Our City Council has become increasingly concerned about the 4.733% grade of the new Interstate bridge. It has been our experience with the present bridge which has only a 2.441% grade that during the winter ice quickly forms upon the bridge surface and renders traffic incapable of negotiating the grade.

Our Council and our Traffic Bureau feel that some type of heating equipment should be in incorporated into the structure of the new bridge which will dissipate ice as quickly as it is formed. Our Traffic Bureau feels strongly that the cost of such equipment would be nominal compared to the cost of traffic accidents and possible loss of life which might well occur if some measure of prevention is not taken at this time.

Very cordially yours,

H. L. Schumacher

H. L. SCHUMACHER
Mayor

HLS:ln

RECEIVED
JUL 19 1957
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
JUL 31 1957
FOR FILING

July 26, 1957

Guy F. Atkinson Company
Post Office Box 158
North Portland, Oregon

Attention: Mr. George McCoy,
Project Manager

Gentlemen:

Reference is made to your letter of July 19 in regard to your request for an extension of time on your Interstate Bridge Contract No. 4653.

Your request for an extension of time of 133 days on account of a delay occasioned by design changes for the Oregon Slough Bridge cannot be recommended to the Highway Commission for approval.

While it is true that changes in design for the Oregon Slough Bridge caused work to be discontinued on that particular part of the project, these design changes in no way affected the progress of work on the remainder of the contract and will not control the completion of the entire project.

Very truly yours,

W. C. Williams
State Highway Engineer

By

G. S. Paxson
Assistant State Highway Engineer

cc Mr. P. M. Stephenson
Mr. Marshall Dresser

(Bridge) fn

RECEIVED
JUL 31 1957
FOR FILING

July 26, 1957

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Post Office Box 158
North Portland, Oregon

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Very truly yours,

W. C. Williams
State Highway Engineer

By

O. S. Paxson
Assistant State Highway Engineer

cc Mr. P. M. Stephenson
Mr. Marshall Dresser

(Bridge) fn

RECEIVED
JUL 24 1957
FOR FILING
MONTANA
OREGON
IDAHO
WASHINGTON

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
Region EIGHT

P. O. BOX 3900
PORTLAND 8, OREGON

Paxson

Mr. W.C. Williams
Chief Engineer
Oregon State Highway Commission
Salem, Oregon

Re: Columbia River Interstate Bridge
US 99 between Oregon and Washington

Dear Sir:

We are in receipt of a joint letter dated July 9, 1957 and signed by yourself for the Oregon State Highway Commissioner, Mr. Bugge for the Washington State Highway Commission and Mr. Hedges for the Washington Toll Bridge Authority.

You jointly request reconsideration of the administrative decision expressed in Mr. Curtiss' wire of November 23, 1956, and in the event of no change in that decision you propose an alternate, providing for Federal participation in the estimated cost of work yet to be placed under contract.

Since this is a matter for decision by our Washington office, the matter is today being referred to that office.

Very truly yours,

B.M. French
Regional Engineer

NOTED
G. S. PAXSON
RECEIVED
JUL 22 1957
OREGON
STATE HIGHWAY COMMISSION

OREGON
STATE HIGHWAY COMMISSION

RECEIVED
JUL 19 1957
FOR FILING
7921
4653

COMMISSIONERS
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COLFAX
H. E. MORGAN
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SPOKANE
R. A. MOISIO
TACOMA
R. E. HENSEL
EDMONDS
LORENE GOETZ, SECRETARY
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STATE OF WASHINGTON
ALBERT D. ROSELLINI, GOVERNOR

WASHINGTON
STATE HIGHWAY COMMISSION
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NO. 4 VANCOUVER
4200 MAIN STREET
NO. 5 YAKIMA
P. O. BOX 56
NO. 6 SPOKANE 21
N. 2620 MAYFAIR ST.

July 17, 1957

Mr. W. C. Williams
State Highway Engineer
State of Oregon
Salem, Oregon

Re: Vancouver-Portland Interstate Bridge

Dear Sir:

Reference is hereby made to your letter of July 9 with which you transmitted eight copies of a letter you prepared, addressed to Mr. Baird M. French, Regional Engineer of the Bureau of Public Roads, relative to the Vancouver bridge.

In accordance with your request, I am returning herewith six copies of the subject letter executed for and on behalf of the Washington State Highway Commission by Mr. W. A. Bugge and executed for and on behalf of the Washington Toll Bridge Authority by the undersigned. Two copies of the subject letter have been retained in this office, one for the files of the Washington State Highway Commission and the second for the files of the Authority.

Very truly yours,

WASHINGTON TOLL BRIDGE AUTHORITY

By: D. B. HEDGES
Executive Secretary

DBH:hm
Att.
cc: Mr. W. A. Bugge

RECEIVED
JUL 18 1957
OREGON
STATE HIGHWAY COMMISSION

FORM E-123

COMMISSIONERS
CHAS. H. REYNOLDS, CHAIRMAN
LA GRANDE
M. K. McIVER, MEMBER
PORTLAND
ROBERT B. CHESSMAN, MEMBER
ASTORIA
H. B. GLAISYER, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

W. C. WILLIAMS
STATE HIGHWAY ENGINEER
FORREST COOPER
DEPUTY STATE HWY. ENGR.
LEONARD I. LINDAS
COUNSEL

July 9, 1957

Mr. Baird M. French
Regional Engineer
U. S. Bureau of Public Roads
Post Office Box 3900
Portland 8, Oregon

Re: Columbia River Interstate Bridge, US99, Oregon and Washington

Dear Sir:

Under date of October 2, 1956, we sent a letter to Mr. F. E. Andrews, Division Engineer of the Bureau of Public Roads, Portland, Oregon, requesting consideration of making the Interstate Bridge Project between Portland, Oregon, and Vancouver, Washington, on US99, a Federal Interstate Highway Project under the terms of the Federal Aid Act of 1956. We have a copy of a telegram from Mr. Curtiss, Commissioner of Public Roads, to Mr. Andrews dated November 23, 1956, advising that it would be inadvisable to make adjustments in the contract and financial provisions to allow payment as an Interstate Project under the terms of the 1956 act.

The toll provisions on this connecting link in the Interstate System are very unsatisfactory in that it will be the only toll facility on this highway between the Canadian and Mexican border. In view of this, we would ask your reconsideration of the matter as presented to you in the above-mentioned letter and also of an alternate proposal under which the work yet remaining to be placed under contract might be made eligible for Federal Aid. This would reduce the amount of bonds standing against the project and would reduce the time in which tolls would be needed to retire the bonds.

The data presented in the above-mentioned letter of October 2, 1956, are still pertinent except for revision in the amount of work accomplished under the present contract. As of June 1, 1957, the amount of work done under this contract was $2,579,420.48.

The estimated cost of the work yet to be placed under this contract is as follows:

Estimated Cost of Work Yet to be Placed Under Contract

Reconstruction of existing bridge	$ 2,962,383
Construct toll plaza	250,000
South approach grading and paving	310,257
North approach grading and paving	100,000
Landscaping	16,875
Illumination	110,000
	$ 3,749,515
Estimated reimbursement under Truman-Hobbs Act	1,136,868
Net	$ 2,612,647

The plans and specifications for the reconstruction of the existing bridge are complete and will be submitted to the Corps of Engineers in the near future. You will note from the above statement that the reconstruction of the existing bridge is estimated to cost $2,962,383. Some portions of this cost are not due to the requirements of navigation. It is estimated that the portion of the work which is due to the requirements of navigation will constitute $2,273,736, of which the amount eligible for reimbursement under the Truman-Hobbs Act is $1,136,868.

If it is still your opinion that the entire project cannot be placed under the Federal Aid Act of 1956 as an Interstate Highway Project, we would ask your consideration of placing under Federal Aid the work not yet under contract so that the period in which tolls must be imposed will be materially reduced.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

BY _____

WASHINGTON STATE HIGHWAY COMMISSION

BY _____

WASHINGTON TOLL BRIDGE AUTHORITY

BY _____

Copy sent

C. G. Polk, BPR, Salem
Roe P. Rodgers, BPR, Olympia

RECEIVED
JUL 10 1957
FOR FILING
1971
413

July 9, 1957

Mr. W. A. Bugge
Director of Highways
Washington Highway Department
Transportation Building
Olympia, Washington

Dear Mr. Bugge:

I am enclosing herewith eight copies of a letter we have prepared, addressed to Baird M. French, Regional Engineer, Bureau of Public Roads, relative to the Vancouver bridge. I think you will find the letter self-explanatory. Whether the letter meets your approval, we do not know. I certainly have no pride of authorship, and if you think it should be prepared in a different form, it would be entirely satisfactory to the Oregon Department. If you wish to do so, I suggest you prepare it on Washington stationery and, if revisions are made and are satisfactory to our Department, I will be most pleased to sign.

Under this plan I do not know what will happen to the $1,900,000 plus that is due the Washington Highway Department for approaches on the Washington side. I presume we could still sell bonds in a sufficient amount to reimburse the State of Washington if it should be decided to rebuild the new bridge with interstate funds.

I would request that six signed copies be returned to this office for transmittal of two copies to the Regional Engineer, one each to the District Engineers of Oregon and Washington, and two for this office.

Very truly yours,

W. C. Williams
State Highway Engineer

WCW:hi
Encl.
cc Cooley
Paxson

COMMISSIONERS
CHAS. H. REYNOLDS, CHAIRMAN
LA GRANDE
M. K. McIVER, MEMBER
PORTLAND
ROBERT B. CHESSMAN, MEMBER
ASTORIA
H. B. GLAISYER, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

W. C. WILLIAMS
STATE HIGHWAY ENGINEER
FORREST COOPER
DEPUTY STATE HWY. ENGR.
LEONARD I. LINDAS
COUNSEL

July 9, 1957

Mr. Baird M. French
Regional Engineer
U. S. Bureau of Public Roads
Post Office Box 3900
Portland 8, Oregon

Re: Columbia River Interstate Bridge, US99, Oregon and Washington

Dear Sir:

Under date of October 2, 1956, we sent a letter to Mr. F. E. Andrews, Division Engineer of the Bureau of Public Roads, Portland, Oregon, requesting consideration of making the Interstate Bridge Project between Portland, Oregon, and Vancouver, Washington, on US99, a Federal Interstate Highway Project under the terms of the Federal Aid Act of 1956. We have a copy of a telegram from Mr. Curtiss, Commissioner of Public Roads, to Mr. Andrews dated November 23, 1956, advising that it would be inadvisable to make adjustments in the contract and financial provisions to allow payment as an Interstate Project under the terms of the 1956 act.

The toll provisions on this connecting link in the Interstate System are very unsatisfactory in that it will be the only toll facility on this highway between the Canadian and Mexican border. In view of this, we would ask your reconsideration of the matter as presented to you in the above-mentioned letter and also of an alternate proposal under which the work yet remaining to be placed under contract might be made eligible for Federal Aid. This would reduce the amount of bonds standing against the project and would reduce the time in which tolls would be needed to retire the bonds.

The data presented in the above-mentioned letter of October 2, 1956, are still pertinent except for revision in the amount of work accomplished under the present contract. As of June 1, 1957, the amount of work done under this contract was $2,579,420.48.

The estimated cost of the work yet to be placed under this contract is as follows:

Estimated Cost of Work Yet to be Placed Under Contract

Reconstruction of existing bridge	$ 2,962,383
Construct toll plaza	250,000
South approach grading and paving	310,257
North approach grading and paving	100,000
Landscaping	16,875
Illumination	110,000
	$ 3,749,515
Estimated reimbursement under Truman-Hobbs Act	1,136,868
Net	$ 2,612,647

The plans and specifications for the reconstruction of the existing bridge are complete and will be submitted to the Corps of Engineers in the near future. You will note from the above statement that the reconstruction of the existing bridge is estimated to cost $2,962,383. Some portions of this cost are not due to the requirements of navigation. It is estimated that the portion of the work which is due to the requirements of navigation will constitute $2,273,736, of which the amount eligible for reimbursement under the Truman-Hobbs Act is $1,136,868.

If it is still your opinion that the entire project cannot be placed under the Federal Aid Act of 1956 as an Interstate Highway Project, we would ask your consideration of placing under Federal Aid the work not yet under contract so that the period in which tolls must be imposed will be materially reduced.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

BY _____

WASHINGTON STATE HIGHWAY COMMISSION

BY _____

WASHINGTON TOLL BRIDGE AUTHORITY

BY _____

RECEIVED
JUL 10 1957
FOR FILING
1171
4653

July 9, 1957

Mr. H. C. Higgins
Engineer of Toll Facilities
Department of Highways
Transportation Building
Olympia, Washington

Dear Mr. Higgins:

Reference is made to your letter of June 26 regarding the connection to the Jantzen Beach parking lot on the Interstate Bridge project north of Portland.

We have had a great deal of difficulty negotiating for right of way with the Jantzen Beach people and the provision for this access ramp was one of the key matters in our negotiations. We realize that there will be some traffic conflict at this point and that the proposal which your Traffic Engineering Division favors would be the better solution of the problem. In view of the right-of-way difficulties, however, we would prefer to allow this movement, at least for the present. Should it develop into a definite traffic hazard, some other solution may be in order.

Very truly yours,

W. C. Williams
State Highway Engineer

By

G. S. Pasmon
Assistant State Highway Engineer

GSP:gm

cc Mr. W. C. Williams

COMMISSIONERS

E. C. HUNTLEY, CHAIRMAN
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STATE OF WASHINGTON
ALBERT D. ROSELLINI, GOVERNOR

WASHINGTON
STATE HIGHWAY COMMISSION
DEPARTMENT OF HIGHWAYS

W. A. BUGGE, DIRECTOR
TRANSPORTATION BUILDING
OLYMPIA

DISTRICT OFFICES

NO. 1 SEATTLE 8
6431 CORSON AVE.

NO. 2 WENATCHEE
P. O. BOX 96

NO. 3 OLYMPIA
P. O. BOX 167

NO. 4 VANCOUVER
4200 MAIN STREET

NO. 5 YAKIMA
P. O. BOX 88

NO. 6 SPOKANE 21
N. 2820 MAYFAIR ST.

June 26, 1957

Mr. W. C. Williams
State Highway Engineer
Salem, Oregon

Attention: Mr. Glenn Paxson
Asst. State Hwy. Engineer

Re: Vancouver-Portland Interstate Bridge, South Approach Interchange and Toll Plaza Area

Dear Sir:

During the meeting held in the district office in Vancouver on May 28, you handed me a preliminary print of the proposed design of the south approach interchange and toll plaza area for the Interstate Bridge. You asked that we review this design layout and submit our findings to you.

I forwarded this drawing to the Traffic Engineering Division for their review and study and have now received a report from them that the design plan is satisfactory and the only comment that they offered was regarding the conflict of free movement of traffic on the construction of Ramp AC which would permit southbound traffic to turn off on Ramp AB, then swing left on Ramp AC, crossing on Ramp AA for a direct entrance to the Jantzen Beach parking lot. It was the Traffic Engineering Division's thought that less conflict would occur if the traffic turned off on Ramp AB, continued through to the northerly entrance of the Jantzen Beach parking lot, to which they have access by continuing northerly and westerly on Approach Road AD. This is a very minor matter and I personally feel that the advantages of the use of Ramp AC by southbound traffic wishing to make an entrance to the Jantzen Beach parking lot, since it is a one-way directional flow, would be to serve as a storage lane for such traffic to wait until traffic on Ramp AA is open to permit crossing without traffic interference.

The final decision as to the comment made relative to this minor traffic movement on Ramp AC will be left for you to make. Either way will be satisfactory with us. I am returning the preliminary design plan of this south approach interchange and toll plaza area, which has been marked in red to show the suggestion made by the Traffic Engineering Division of this department.

Yours very truly,

W. A. BUGGE
Director of Highways

By: H. C. HIGGINS
Engineer of Toll Facilities

NOTED
G. S. PAXSON

WAB:bd
HCH

Const. Spcl. Co
Inst. 12" Conc. Sew.
Dr. Exc. 40

Remove
2 Catch

P.T.

P.I. 154+31.05 =
P.O.T. 97+78.90

R/W Line

11'

62'

115'

82'

+17

Restaurant

Const. Spcl. C
Inst. 12" Conc. Sew
Dr. Exc. 3

Existing Conc. Island

99

Match Line

R/W Line

Swim Pool

Const. Conc. Curb

Const. Conc. Ret. Wall and Fence

L^S

L^N

Conc. Slab

Bldg.

Curb

Existing C

P.T. 6+08.51

56° C.L.
Δ 44°
T. 41.34'
P.C. 5+30.0

100

82'

+24.77

+22.0

Const. Oiled Surface Road

Const. Ret. Wall

Boiler House

49'

9'

Const. Spcl. Co
Inst. 8" Conc. Sew.
Dr. Exc. 4

4+42.10 P.C.

4+70.08 P.T.

Existing Bridge

5+00 =
100+60.9

56° C.R.
Δ 15° 40'
T. 14.08'

New Bridge

SLOUGH

OREGON

4'

5'

20'

19'

19'

19'

42'

Swim

Const. Spcl. Catch Basin
Inst. 12" Conc. Sew. Pipe 165' +40
Dr. Exc. 40 c.y.

Remove and Plug +40
2 Catch Inlets

P.T. 94+57.58 L^R =
P.O.T. 94+48.17 L^N.

P.T. 151+16.61 A-A

Const. Spcl. Catch Basin
Inst. 12" Conc. Sewer Pipe 160' +05
Dr. Exc. 39 c.y.

Curb

Existing Conc. Slab

Const. Oiled

Const. Spcl. Catch Basin
Inst. 8" Conc. Sew. Pipe 200' +05
Dr. Exc. 40 c.y.

P.I. 154+31.05 = A-A
P.O.T. 97+98.90 Δ 2°55'

Swim Pools

125+93.10 P.I. =
93+91.48 P.O.T.

Ser. Sta.

Edge of Pvt. & R/W Lines

Const. Conc. Islands

Const. Conc. Curb

R/W Line

Existing Ret. Wall and Conc. Island

Restaurant

Store

Match Line

150 42' 50'30" 35' +40 +00 115' 60' 21' 78' 95 4' 43' 6' 24' 6' 170' 50' R.2' 11' 62' 115' 82' +17 99 42'

				SHEET No.
FED. ROAD Div. No.	STATE	PROJECT NUMBER	FISCAL YEAR	TOTAL SHEETS
8	OREGON			See Index

Const. Spcl. Catch Basin
+00 In St. 8" Conc. Sew. Pipe 210'
Dr. Exc. 75 c.y.

Store

Restaurant

Ser. Sta.

170'

50'

Existing Ret. Wall and Conc. Island

Match Line

88+38.43 P.T.

+15 with 2-12" Metal Ells.

Inst. 12" Corr. Met. Pipe 48'

Dr. Exc. 12 c.y.

68.33'

L^NL 88+40.53 P.T.

L^N. 88+38.0 P.O.T.

derpass

N

A

Inst. 18" Conc. Sew. Pipe 180'

Dr. Exc. 65 c.y.

Δ T. 165.65. A. 12° C.L. 38°16'

Dr. Exc. 30 c.y.

Const. 2 Spcl. Catch Basins

Inst. 8" Conc. Sew. Pipe 60'

Const. Manhole

.0 P.C.

128+33.64 P.C.

89+50.93

R 120'

Δ 27°22'4" T. 29.22

128+30.97 P.C.C.

R. 120' Δ 35°52'15" T. 38.84'

P.C.C. 129+86.6

129+00 P.T. 130+61.73

26'

26'

Med. 2° C.L. Δ 3°28'

R. 60' Δ 91°19' T. 61.39'

60'

50'

A-

130+16.73 P.C.

A'

27'

27'

Inst. 12" Conc. Sew. Pipe 220'

Dr. Exc. 80 c.y.

Const. 10' Conc. Walk

A 4° C.R. Δ 7°00'

A 2

24'

129+52.70 P.C.

Const. 2 Spcl. Catch Basins

+45 Inst. 8" Conc. Sew. Pipe 108'

Dr. Exc. 28 c.y.

Δ 42°12' C.L. Δ 7°04' T. 32.06'

128+42.76 P.T.

24'

127+82.19 P.C.

A2-R.84' Δ 41°08'45" T. 31.67'

Const. Manhole

Const. 2 Spcl. Catch Bas

92+00 Inst. 8" Conc. Sew. Pipe 39'

Dr. Exc. 14 c.y.

127+87.29 P.O.T.

Remove and plug 2 Catch Inlets

A^s 92+88.09 P.T. =

L^N 92+87.48 P.O.T.

26'

50'

35'

A^s 10° C.L. Δ 7°47'23" T. 39.01'

Const. Spcl. Catch Basin

+00 Inst. 8" Conc. Sew. Pipe 210'

Dr. Exc. 75 c.y.

Ser. Sta.

Edg

P.T. 88+38.39 L^{SL} =
P.O.T. 88+38.0 L^S

P.T. 88+40.70 L^{SR}
P.O.T. 88+38.0 L^S

L^N 88+38.0
L^{NR} 88+38.4

68.33'
39.5'
39.5'
68.33'
Existing Underpass

TOLL PLAZA

2' L^R 89+08.00 P.C.
41.5
89+08.0 P.C.

Cap and Leave 3 Catch Inlets

Const. Spcl. Catch Basin
Inst. 12" Corr. Met. Pipe 42'
Inst. 12" Met. Ells 2
Dr. Exc. 10 c.y.

Existing Asphaltic Conc.

140.33
+52.56

Const. Manhole
PT. 148+04.74
145+43.92 P.C.

R. 131.0'
Δ 28°16'
T. 32.99'
P.C.C. 147+40.11

R. 131.0'
Δ 34°15'
T. 28.74'

L^R 12° C.L.
Δ 14°00'
T. 58.62'

Δ 3°28'
T. 86.69'

+44.58 A-A

30'
11'
11'
11'
11'
4
145

+75

145+59.36 P.C.C.

R. 66.0'
Δ 122°11'
T. 119.52'

AB

AA

AC

L^R 90+24.67 P.T.

Const. Asphaltic Conc. Pavement

Existing 12" Sewer Pipe

P.C. 90+35.19 A^3
P.O.T. 90+35.19 L^N

Pvt.

90+81.33 P.T.

Δ 7°00'
T. 87.61'

S. 22°48' W.

Cap and Leave Catch Inlet
Const. Pavement

Remove and Plug Catch Inlet

P.R.C. 92+10.19

P.C. 92+18.07
P.C. 92+18.07

Const. Conc. Median

Med. 1°30' C.R.
Δ 3°28'
T. 115.59'

53.48

85'
±25
30°50'30"
42'
150'
35'
115'
+00
+40

Const. Spcl. Catch Basin
Inst. 12" Conc. Sew. Pipe 165'
Dr. Exc. 40 c.y.

Inst. 12" Conc. Sew. Pipe 150'
Dr. Exc. 45 c.y.
Const. Manhole

Inst. 18" Conc. Sew. Pipe 150'
Dr. Exc. 34 c.y.

A-A 24° C.L.
Δ 43°57'10"
T. 96.34'

Const. Conc. Curb
Const. Conc. Medians
Asphaltic Conc. Pavement

R. 66'

R. 15'
24'
80'
R. 35'
35'

Const. 2 Spcl. Catch Basins
+20 Inst. 8" Conc. Sew. Pipe 63'
Dr. Exc. 16 c.y.

147+27.72 P.T.

147+84.93 P.C.

Const. 2 Spcl. Catch Basins
+75 Inst. 8" Conc. Sew. Pipe 39'
Dr. Exc. 9 c.y.
Const. Manhole

149+16.61 P.C.S.

A-A 20° C.R.
TΔ 46°20'10"
Ts 130.61'
Ts 216.67'
200' Spiral
SΔ 20°a 10.0

10° C.

AA

Asphaltic Conc. Pavement

Const. Conc. Medians

Const. Conc. Curb

P.T. 88+40.70 L^SR

P.O.T. 88+38.0 L^S

145

4

11'

11'

11'

11'

Const. Manhole

145+43.92 P.C.

P.C. 145+44.58 A-A

30'

Const. Spcl. Catch Basin
Inst. 8" Conc. Sew. Pipe 115'
Dr. Exc. 27 c.y.

+75

R. 131.0
Δ 34°15'
T. 28.74'

145+59.36 P.C.C.

R. 66.0'
Δ 122°11'
T. 119.52'

AB

AA

A-A 24° C.L.
Δ 43°57'10"
T. 96.34'

Inst. 18" Conc. Sew. Pipe 150'
Dr. Exc. 34 c.y.

R. 15'

20'

24'

R. 35'

35'

Const. 2 Spcl. Catch Basins
+20 Inst. 8" Conc. Sew. Pipe 63'
Dr. Exc. 16 c.y.

147+27.72 P.T.

147+84.93 P.C.

Const. Manhole

Inst. 8" Conc. Sew. Pipe 39'
Dr. Exc. 9 c.y.

Const. 2 Spcl. Catch Basins

A-A 20° C.R.
TΔ 46°20'10"
Ts 130.61'
Ts 216.67'
200' Spiral
SΔ 20° a 10.0

Const. Spcl. C
Inst. 12" Conc. Sew.
Dr. Exc. 4

COLUM

P.C. 82+8

L SR 4° C.R.
Δ 7°42'40"
T. 96.33'

P.T. 8

A- 139+49.38 P.C.=
B- 127+36.60 P.C.

46° C.L.
Δ 99°18'
T. 146.62'

P.C. 86+47.

Const. Manhole
Const. 3 Spcl. Catch Basins
Inst. 12" Conc. Sew. Pipe 105'
Inst. 12" Corr. Met. Pipe 46'
Inst. 12" Metal Ells 2
Dr. Exc. 38 c.y.

L SR 4° C.L.
Δ 7°42'40"
T. 96.53'

P.T. 88+40.70 L
P.O.T. 88+38.0

A-A 141+65.26 P.T.

Const. Asphaltic Conc. P

Const. Conc. Mea

Const. Con

P.T. 140+21.64 A

22'

22'

AA

4'

24'

24'

R.5'

24'

22'

30'

R/W Line

AB

A

AD 141+53.79 P.C.C.

P.T. 142+30.60 AD

R. 124.0'
Δ 63°13'
T. 76.31'

24'

R.5'

P.C. 142+34.64 A

R/W Line

13° C.R.
Δ 22°29'
T. 87.60'

P.T. 142+30.31

AD 139+80.84 P.C.

To Junction

COLUMBIA

RI

P.C. 82+88.0 L^{SR}

83'

L^{NL} 82+

20' 20'

19' 19'

P.C. 82+88.02 L^{SL}

L^{NR} 82+89.09

L^{SL} 2°C.L. Δ 2°41'10" T. 67.17'

L^{SR} 4°C.R. Δ 7°42'40" T. 96.33'

L^{NR} 3°C.R. Δ 2°41'10" T. 67.17'

P.T. 83+18.63 L^{NR}

P.T. 140+21.64 A

L^{S} 84+22.33 P.T.

P.O.T. 84+59.26 L^{S}
= P.O.T. 138+28.90-A

L^{NL} 84+6

22'

22'

P.T. 84+80.78 L^{SR}

A- P.O.T. 84+67.71-L^{N}
P.O.S. 137+45.55-A

24'

AA

A- 139+49.38 P.C. =
B- 127+36.60 P.C.

Δ 99°18' 46°C. T. 146.62'

Inst. 18" Conc. Sewer Pipe 275'
Dr. Exc. 112 c.y.

Inst. 12" Conc. Sew. Pipe 105'

138+28.50 P.T.

85

85+530

A-A 141+65.26 P.T.

84'

P.C.S.

P.C. 86+47.92 L^{SR}

Const. Manhole
Const. 3 Spcl. Catch Basins
Inst. 12" Conc. Sew. Pipe 105'
Inst. 12" Corr. Met. Pipe 46'
Inst. 12" Metal El!s 2
Dr. Exc. 38 c.y.

Existing 10" Sewer Pipe ?

S 22°48' W.

L^{SR} 4°C.L. Δ 7°42'40" T. 96.53'

Inst. 18" Conc. Sew. Pipe 264'
Dr. Exc. 110 c.y.

Const. Conc. Curb
Const. 6' Conc. Walk

L^{SL} 2°C.R. Δ 2°41'10" T. 67.17'

P.C. 87+04.08 L^{S}

L^{NR} 87+04.12 P.C.

L^{NR} 2°C.L. Δ 2°41'10" T. 67.17'

Const. Conc. Curb
Const. 6' Conc. Walk

P.T. 88+38.39 L^{SL} =
P.O.T. 88+38.0 L^{S}

L^{N} 88+38.0 P.O.T.
L^{NR} 88+38.43 P.T.

P.T. 88+40.70 L^{SR}
P.O.T. 88+38.0 L^{S}

68.33' 39.5' 39.5' 68.33'

Existing Underpass

Const. Asphaltic Conc. Pa

Const. Conc. Med

Const. Con

R/W Line

30'

RIVER

L^{NL} 82+86.28 P.C.

L^{NR} 82+89.09 P.C.

L^{NR} 3°C.R. Δ 2°41'10" T. 67.17'

L^{NL} 4°15'C.L. Δ 7°42'40" T. 90.86'

P.T.

18" Pipe 105.

L^{NL} 84+67.71 P.T.

Existing Conc. Median

Existing Asph. Conc. Pavement

R/W Line

136.28 P.C.S.

L^{NL} 86+47.97 P.C.

A-20°C.L. TD 19°34'30" Ts 239.87' Ls 332.81' 200' Spiral SD 20°a'10"

Inst. 18" Conc. Sew. Pipe 265'

Dr. Exc. 81 c.y.

L^{NL} 4°C.R. Δ 7°42'40" T. 96.53'

P.C.C. 133+35.62 A

12 P.C.

Const. 6' Conc. Walk

Const. Conc. Curb

L^{NR} 2°C.L. Δ 2°41'10" T. 67.17'

Const. Manhole

Const. Spcl. Catch Basin

Inst. 12" Corr. Met. Pipe 48' +15 with 2-12" Metal Ells.

Dr. Exc. 12 c.y.

+38.0 P.O.T.

+38.43 P.T.

68.33'

L^{NL} 88+40.53 P.T.

L^{N} 88+38.0 P.O.T.

RECEIVED
G. S. Paxson
FOR FILING

FORM S-30X—25M—6-55—89208

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
June 4, 1957

SUBJECT: Interstate and Oregon Slough Bridges - Partial Payment on Structural Steel.

To: Mr. P. M. Stephenson
Bridge Engineer

Office

Estimates have been submitted and request has been made on the part of Guy F. Atkinson Company for partial payment for structural steel as "Material on Hand" to be used in the construction of the Interstate and Oregon Slough bridges under Contract No. 4653. The material is stored at Terminal No. 1 of the Port of Vancouver, Washington.

In support of this request, there has been submitted to this office for examination and acceptance by the Chief Counsel on behalf of the Commission, an assignment of lease on the part of said contractor to the State Highway Commission and covering the portion of said terminal where the steel is stored. There has also been submitted an assignment of lease from Judson Pacific-Murphy Corporation to Guy F. Atkinson Company, assigning to the latter corporation all of the interest of the former in and to a rental agreement between the Port of Vancouver and Judson Pacific-Murphy Corporation dated January 22, 1957, and covering the portion of the terminal where the steel is located. A copy of the last mentioned lease, as well as a certified copy of a lease of the premise upon which the terminal is located, from the City of Vancouver to the Port of Vancouver, have also been made a part of the file.

In our letter of April 9, 1957, we advised that under the policy and procedure set up by the Commission for this type of case, it is necessary that the Chief Counsel also have and examine a title report on the property concerned. At your request, this office ordered from Clark County Title Company a title report on the property concerned and the same is now held, showing title to the premises concerned to be vested in the City of Vancouver without other encumbrance of record. Thus, the series of leases and assignments of lease would indicate there exists a month-to-month tenancy legally vested in the State Highway Commission, covering the portion of the dock where the steel is stored. A receipt is in the file showing the rent to be paid to June 1, 1957.

A review of the above instruments indicates that they are legal in form, that the directions of the Commission have been fulfilled and that acceptance thereof by the Chief Counsel on behalf of the Commission is in order, provided:

NOTED
G. S. PAXSON

1. The State Highway Engineer indicates his recommendation thereof by affixing his signature.

2. Satisfactory evidence is submitted that the rents have been paid in advance for the period of the contract or that some satisfactory method is set up to see that all rents are paid until such time as the materials are incorporated into the bridge. This could be accomplished by written authorization from the contractor that such rent, if not paid monthly as due, can be paid by the State and deducted from money due the contractor and held by the State.

3. Satisfactory evidence is submitted, showing that the dockage charge assessed by the Port Commission for the moving of material across the dock has been paid or that some satisfactory method is devised to assure that the same is paid. Again, this might be accomplished by written authorization on the part of the contractor that the State can pay the charge and deduct it from amounts due the contractor in the event it is not paid as due.

4. The title search fee of $25.00, charged by Clark County Title Company on its order No. A. 224, be paid and a receipt be forwarded to this office to clear our records.

G. E. ROHDE
Chief, Office Section

GERgrm
cc: Leonard I. Linias
Glenn S. Paxson

RECEIVED
JUN 5 1957
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED

FORM E-982 — REV. 6-55 — 80200

7927

9-15

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
June 3, 1957

SUBJECT:

To Memorandum to file.

On Tuesday, May 28, 1957, a conference was held in Vancouver, Washington, for the purpose of discussing various matters relating to bridges across the Columbia River between Washington and Oregon. Attending the conference were Mr. W. A. Bugge, State Highway Engineer for Washington; Mr. George Stevens, Bridge Engineer for Washington; Mr. Herbert Higgins, Secretary of the Washington State Highway Commission; and Mr. Durrell Hedges, Secretary of the Washington Toll Bridge Authority. Attending from Oregon were Mr. W. C. Williams, State Highway Engineer; Mr. Glenn Paxson, Assistant State Highway Engineer; Mr. Leonard I. Lindas, Chief Counsel; and the writer.

The first matter discussed pertained to the construction of a new interstate bridge and the reconstruction of the existing interstate bridge between Portland and Vancouver. It was pointed out that the original estimate of the cost of this project was in the amount of $14,300,000, and that a bond issue in that amount was authorized. It now appears that because of increased costs of materials and labor, the expense of the project may exceed the authorized bond issue. If contributions from the federal government are forthcoming under the Truman-Hobbs Act, in accordance with a prior understanding between Oregon, Washington and the Corps of Engineers, adequate funds will be available. If, however, such contributions are not available a financial problem will exist. The possibility of obtaining federal aid funds under the Federal Aid Highway Act of 1956 was discussed at some length. It was pointed out that the Washington Toll Bridge Authority is already under obligation to bond holders who purchased the original $9,300,000 bond issue. This creates a number of practical, as well as legal, problems and it appears that the two states are so committed to the construction of toll bridges financed by the issuance of revenue bonds, that there is no alternative but to proceed with the original plan.

Accordingly, it was decided that the original plan would be followed; that bids for the reconstruction of the existing bridge will probably be called in November or December, 1957; that the remaining $5,200,000 of the

authorized bond issue will be sold shortly thereafter. In the meantime, the matter will be discussed with Mr. Bert Tallamy and Mr. C. W. Enfield of the Bureau of Public Roads, in order to obtain their suggestions and advice regarding the matter.

The second subject discussed involved House Bill No. 297, now referred to as Chapter 207, Oregon Laws, 1957, and corresponding legislation enacted by the Washington Legislature. This legislation directs the two states to enter into negotiations with each other for an agreement with regard to the construction of a bridge over the Columbia River at or near Astoria. It was agreed that the legal office of the Oregon State Highway Department will prepare an agreement which will basically provide that the Oregon State Highway Department will conduct investigations, surveys and studies and that the Washington Toll Bridge Authority and Washington State Highway Commission will participate in the cost. It was agreed that the agreement will include a clause authorizing each of the three parties to the agreement to solicit and accept assistance from other persons, organizations and governmental agencies in carrying out their respective obligations.

Mr. Glenn Parson, Assistant State Highway Engineer, is to furnish to the Legal Department the necessary information for preparation of the agreement, whereupon a draft form of the agreement will be prepared and submitted to the Washington Toll Bridge Authority and the Washington State Highway Commission for approval, or comments and suggestions.

ROBERT L. MAY, JR.
Assistant Chief Counsel

RLM:br
cc: W. C. Williams
G. S. Parson
Leonard I. Linias

NOTED
G. S. PARSON

RECEIVED
JUN 1 1957
OFFICE OF
STATE HIGHWAY ENGINEER

OREGON STATE HIGHWAY DEPARTMENT
CONSTRUCTION DIVISION
GEOLOGY AND SOILS SECTION
PROJECT BASE DESIGN

Sheet 1

Section Interstate Br. - Oregon Slough Highway Pacific County Multnomah Profile 26-1495

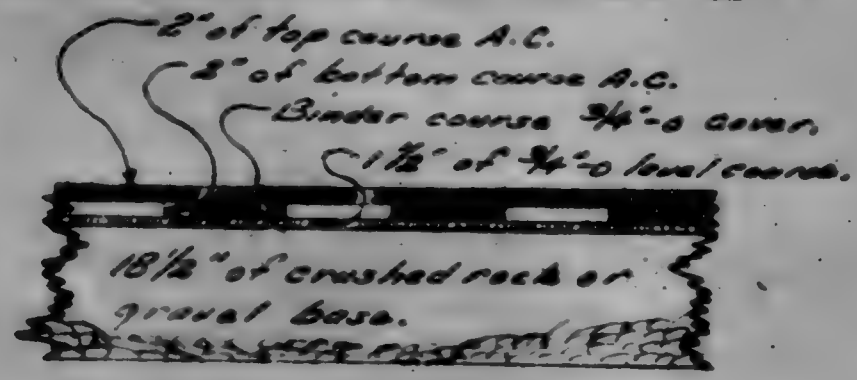
Res. Engr. H.C. Boardwell Overall Length of Project 0.67 Miles. Sta. No 85+54.24 to Sta. So 121+00 Date 5-24-57

Main Roadway

TYPICAL SECTIONS Truck ADT - 1190 est. Traffic Classif. - K.H.

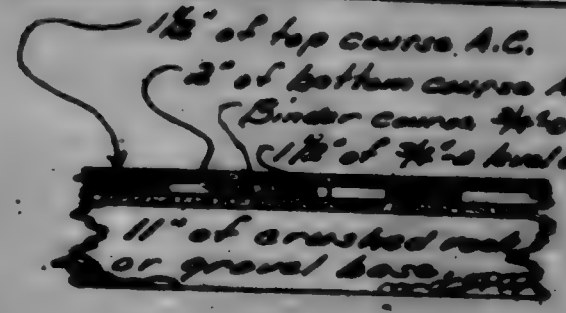
New Work

South Approach to Interstate Br. - Main Roadway, "F_2", & "L_s-5".



New Work - (Heavy Traffic)

Connections "A", "A_1", "A_2", "AA", "AB", & "AC"



	Required Base & Base		Designed Base & Base		
	Crushed	Run Crushed	Crushed	Run Rock	
Main Roadway "F_2", & "L_s-5"				4	A.C.
				1½	Level
				18½	Cr. Base
				24	
Connections "A", "A_1", "A_2" "AA", "AB", & "AC"					
Heavy Traffic				3½	A.C.
				1½	Level
				11	Cr. Base
				16	

NOTED
ROBERT COOPER

PROPOSED MATERIAL SOURCES

Location	Lab. No.	S.G.	Type of Material	Max. Size	% Pass No. 4 Screen	% Pass No. 40 Screen	Abrasion Loss %	Sodium Sulphate Loss %	LL	PI	To be used for.
Suitable material source to be selected by the contractor.											

NOTED
L. H. Young

cc Deputy State Highway Engineer
Construction Engineer
Engineer of Materials
Division Engineer
Resident Engineer
Office Engineer
Design Engineer
Soils Engineer Division

Submitted by [redacted] Staff Assistant

Recommended by L. H. Young Construction Engineer

Recommended by

Approved by Robert Cooper Engineer of Materials / Deputy State Highway Engineer

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MAY 16 1957
FOR FILING

7971

4653

May 15, 1957

Mr. W. A. Bugge
Director
Washington Department of Highways
Transportation Building
Olympia, Washington

Dear Mr. Bugge:

I am attaching hereto a financial status report on the Portland-Vancouver Interstate Bridge Project as of May 1, 1957. The estimates on the work which is now under way have been revised to show our latest estimate of the final cost. Estimates on work not yet under contract are, of course, estimates only.

You will note that we show a deficit in the amount of $521,489.97 in the final cost of the project over and above the funds actually available. This does not take into account any reimbursement by the Federal Government for revisions to the existing structure under the Truman-Hobbs Act. If we are successful in obtaining 50 per cent of the cost of items directly attributable to the change in grade line and span lengths for the benefit of navigation, we will have a surplus at the end of the project in the amount of approximately $615,000. I am attaching copies of schedules 1 to 6, inclusive, which are breakdowns of the estimates shown on the financial status report.

The present contracts are approximately on schedule as far as time is concerned, and we should anticipate that the new bridge will be opened to traffic by June 30 of next year. It is advisable that we put the revision of the existing bridge under contract late this year, probably in December, although we do not anticipate that any work on the site can be done until after the traffic is routed over the new structure. This six months' period between contracting and actually starting the work will be needed in the assembling of equipment and in the ordering and fabricating of structural steel. I am attaching a print showing the anticipated time schedule for the revisions to the old bridge and the south approach grading and paving.

It would seem advisable that we get together for a conference in the near future to arrange the details of bond sale and other matters in connection with the remainder of the job. I will contact you by phone in arranging a suitable date.

Very truly yours,

W. C. Williams
State Highway Engineer

Encl.

cc Mr. D. B. Hedges, Secretary
Washington Toll Bridge Authority

Mr. Forrest Cooper
Mr. G. S. Paxson
Mr. P. M. Stephenson

GSP:gm fn

Schedules 2 and 3 were only ones revised. Copies of these sent 2/5/57 were resent 5/15/57.

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GSP:gm fn

Schedules 2 and 3 were only ones revised. Copies of these sent 2/5/57 were resent. lsm.

PORTLAND-VANCOUVER INTERSTATE BRIDGE PROJECT

FINANCIAL STATUS AS OF MAY 1, 1957

SCHEDULE	ITEM	AMOUNT	TOTAL PROJECT	1ST STAGE (1ST BOND)	2ND STAGE (2ND BOND)
Revised Estimate of Cost to Construct					
	South Approach - Oregon				
1	Grade and Pave	$ 310,257.00			
2	Oregon Slough Bridge	1,341,168.70			
-	Landscape	16,875.00			
-	Rights of Way	200,000.00			
-	Lighting	110,000.00	$1,978,300.70	$1,978,300.70	
	Columbia River Crossings				
3	New Columbia River Bridge	6,107,776.95		6,107,776.95	
4	Reconstruct Existing Bridge	*2,962,383.00			$2,962,383.00
-	Toll Plaza	250,000.00	9,320,159.95		250,000.00
	North Approach - Washington				
5	Prior work to 5th Street	2,370,642.00			
5	New work	100,000.00			
5	Rights of Way	228,000.00	(2,698,642.00)		
	Limited to South Approach amount by agreement		1,978,300.70		1,978,300.70
	Financing Cost				
6	1st Bond Issue (Actual)	13,176.00		13,176.00	
-	2nd Bond Issue (Est.)	7,500.00	20,676.00		7,500.00
	Insurance				
6	1st Stage (Actual)	80,775.00		80,775.00	
-	2nd Stage (Est.)	20,000.00	100,775.00		20,000.00
Operating Expense(Fixed)			10,000.00		10,000.00
	TOTALS		$13,408,212.35	$8,180,028.65	$5,228,183.70

Portland-Vancouver Interstate Bridge Project
Financial Status as of May 1, 1957

ITEM	AMOUNT	TOTAL PROJECT	1ST STAGE (1ST BOND)	2ND STAGE (2ND BOND)
Funds Available for Construction				
1st Bond Sale	$9,300,000.00			
Less Int., Disct., etc.	- 1,310,709.06			
Earnings on Invest.				
Actual to 2/7/57	144,556.44			
Est. to 6/30/58	124,875.00	$8,258,722.38	$8,258,722.38	
2nd Bond Sale	$5,200,000.00			
Less Int. at 4-1/8% - 2 yrs., 8 mo.	- 572,000.00	4,628,000.00		$4,628,000.00
TOTALS		$12,886,722.38	$8,258,722.38	$4,628,000.00
Recap.				
Rev. Est. Cost to Const.		$13,408,212.35	$8,180,028.65	$5,228,183.70
Funds Available		12,886,722.38	8,258,722.38	4,628,000.00
Est. Deficit		521,489.97*	78,693.73	600,183.70

* This is total estimated cost to remodel existing bridge and does not show estimated credit for Federal Government cooperation in reconstruction cost.

Federal Government cooperation estimated as follows:

Total Estimated Cost to Reconstruct	$2,962,383.00	
Non-co-operative Items	- 688,647.00	
Co-operative Amount	2,273,736.00	
50% Co-operative	1,136,868.00	To be financed on temporary basis.

Schedule 1

A-1 South Approach. Grade & Pave. Sta. 55 to 121+00. 0.42 Miles; G.S.P. main hwy. 0.58 miles approach roads. Quantities — Field estimate by H.C. Broadwell dated 2/55 and revised 2/56. Unit prices by Cost anal. dept., 12/56. Includes widening Santzen Beach Bldg., est. by Bar Div.

#	Quan & Unit	Item	Amt
1	All Reqd	Clear & Grub	900
2	4500 Sq Yd	Remove Pavement @ 75¢	338
3	5000 L.Ft.	" Conc. curb @ 50¢	2500
4	400 C.Y.	" " and masonry @ 20¢	8000
5	500 L.Ft.	" guard fence @ 1$	500
6	5 Only	" catch basins @ 15$	75
7	800 C.Y.	Drainage excav., unc. @ 3$	2400
8	42000 C.Y.	Emb. in place @ 80¢	336
9	0.42 Mi.	Finish roadbed & slopes @ 1000$	420
10	12 L.Ft.	8" Conc. sewer pipe @ 1$	12
11	1800 L.Ft.	12" " " " " 2$	3600
12	1300 L.Ft.	18" " " " " 3$	3900
13	160 L.Ft.	12" Metal drain pipe @ 3.25	520
14	400 L.Ft.	Install pipe under pavt @ 5$	2000
15	25 Only	Conc. catch basins @ 75$	1875
16	10 Only	Manholes, type B @ 275$	2750

17	3 Only	Caps on inlets @ 15.00	45.00
18	250 C.Y.	Conc. in curbs @ 45.00	11250.00
19	180 C.Y.	" " ret. wall @ 55.00	9900.00
20	420 C.Y.	" " islands & medians @ 45.00	18,900.00
21	1900 Sq Yd	" " sidewalks (4") @ 4.00	7,600.00
22	8 C.Y.	" " stairs @ 60.00	480.00
23	25000 #	Metal reinf. @ 15¢	37.50.00
24	60 L Ft	Pipe rail, on stairs @ 3.50	210.00
25	14000 C.Y.	Base matl, @ $2.75	38,500.00
26	1800 C.Y.	3/8"-0" matl in 1st course @ 3.25	5,850.00
27	400 M.G.	Sprinkling @ 3.00	1,200.00
28	260 C.Y.	3/8"-0" matl in binder course @ 4.00	1,040.00
29	42 Ton	RC-3 " " " @ 42.00	1,764.00
30	6000 Ton	Cl. "B" asphaltic conc @ $7.00	42,000.00
31	13 Ton	200/300 Asph. tack coat @ 42.00	546.00
32	190 C.Y.	1/4"-10 Matl in seal @ 6.00	1140.00
33	40 Ton	RS-2 Asph. " " " 45.00	1800.00
34	20 C.Y.	Agg. in O-11 Oil mat @ 4.00	80.00
35	1.5 Ton	150/200 Asph. " " " 42.00	63.00
36	0.5 Ton	Emv. " " " " 46.00	23.00
37	150 L Ft	Asph. traffic markers @ 1.00	150.00
38	88 Rods	Type III fence @ 10.00	880.00
39	All Reqd	Scarify & remove existing surface on Rt between A-A Road slope & L Line slope, Sta's 87/90	330.00

40	All rqd.	Sw. Pt - Drain connection drainage and curbs	10,000.00
41	200 C.Y.	Struct. Excav. @ 75¢	1500.00
42	400 C.Y.	" concrete @ 70¢	28000.00
43	96000#	Metal reinf. @ 15¢	14,400.00
44	70 L.Ft	" rail @ 15¢	1,050.00
45	All rqd.	Lighting	2.500.00
46	" "	Alter exist str.	2500.00
		Total Construction	275,784.00
		12½% Engr & contingencies	34,473.00
		Total	310,257.00

DEMPAW 18-4

Oregon Slough Bridge - South Approach
Revised estimate of cost to construct

5/1/57

#	Item		Amt	Total
	Contract Items			
1	All Reqd	Shoring, Cribbing, etc	22500-	
2	2600 C.Y.	Struct. Excav @ $5	13000-	
3	165 C.Y.	Excav. below elev @ $6	990-	
4	20,100 LFt	Timber piling @ 65¢	13065-	
5	9625 LFt	Tr. timber piling @ $1.25	125/250	
6	529 Only	Drive timber piling @ $80-	42320-	
7	2000 C.Y.	Tremie conc @ $30	60000-	
8	3600 C.Y.	Cl. A. conc @ $105	378000-	
9	719,000#	Metal reinf @ 11¢	79090-	
10	All Reqd	Struct. steel	460750-	
11	1150 LFt	Metal rail @ $12.70	14605-	
12	All Reqd	Elec conduit	1500-	
13	" "	Concrete walkway	9000-	
14	" "	Roadwork	10000-	
15	160 Sq Yds	Conc slab riprap	1440-	
16	All Reqd	Alterations to exist struct.	29000-	11477750
	Contract Contingencies			
PA1	All Reqd	Rinse dump road service	1960-	
PA3	" "	" Denver-Swift connection	675-	
EW01	" "	Remove Buildings	18974.6	
PA1	" "	Ore Slu Widening (Est)	6067472	6520718
	Other Contingencies			
SF01	All Reqd	Install Traffic signals	25/651	
" 2	" "	Move 11 KV line	30158	
" 3	" "	Reconst drainage line	9250	
" 4	" "	Const fence near pool	2697.0	624459
		S.T. Costs		121924427
		10% Eng & Contng		12192443
		Total		134116870

Schedule 2

Columbia River (West) Bridge
Revised estimate of cost to construct 5/1/57

#	Item		Amt	Total
1	All Rqd.	Shoring, Cribbing, etc	200000 -	
2	18430 CY	Str. Excav @ 5^{00}	92150 -	
3	50 C.Y.	Excav. Below El. @ 6^{00}	300 -	
4	84030 LFt	Timber Piling @ 65¢	5461950	
5	5690 LFt	Treated Timber Piling @ 1^{30}	7397 -	
6	1260 LFt	Cast-in-place conc. piling @ 4^{05}	5103 -	
7	1779 Only	Drive Timber Piling @ 60 -	106740 -	
8	21 Only	" Conc piling @ $100	2100 -	
9	13,000	Tremie Conc @ $29 -	377000 -	
10	10,500 CY	Cl. A Conc @ $100^{00}	1050000 -	
11	1,700,000#	Metal Reinf @ 11¢	187000 -	
12	All Road	Str. Stl.	2832000 -	
13	3870 LFt	Metal Rail @ 14^{50}	52115 -	
14	All Road	Bridge Bldgs	42000 -	
15	" "	Elec & Mech. equipt	475000 -	
16	" "	Lighting	30000 -	
17	" "	Constn Walkway	25000 -	
18	" "	Engr. office	10000 -	55525450
		10% Engr & Contng		55525245
		Total		610777695

Schedule 3

Schedule 4 (11/3/57) 10-7

Remodel Existing Col. River Br.
Quantities from completed plans and checked estimates. Unit prices estimated. 11/15/57

		Amt	Total
Substructure Work			
Pier 4			
All Rigd	Shoring, Cribbing, etc.	70000	
1200 CY	Str. Excav. @ 15ᵉᵉ	18000	
5400 Lft	Piling @ ~~Lft~~ 5ᵉᵉ (Stl.)	27000	
108 only	Drive Piles @ ~~Ea~~ 125-	18500	
533 CY	Seal Conc @ 40ᵉᵉ	21320	
1006 C.Y	Class A Conc @ 80ᵉᵉ	80480	
57000#	Metal Reinf @ 14¢	7980	
9300#	Tie rods & tie pads @ 6¢	5580	
All Rigd	Alter existing pier		
	Drill 164' 4" ϕ holes 2ᵉᵉ · 328-		
	" 1200' 2½" ϕ " 1ᵉᵉ · 1200-		
	Remove 44 M. FBM Tor Crib @ 40ᵉᵉ 1760-		
	Misc Alterations @ · 1000-	4288	~~24674~~
~~All Rigd~~	~~Deck Spans~~		
	~~Conc 3'-6" thick 1300~~		
	~~Conc Short Struts 1440~~		
	~~Steel "Alloy" 1st 21600~~		
	~~2nd " 23750 @ 12ᵉᵉ 2850~~		
	~~1st Conc Slab @ 12ᵉᵉ 660~~		
	~~2nd " " " 12ᵉᵉ 720~~		
	~~Misc Miscellaneous @ 1000~~	~~44488~~	~~244748~~
Pier 5			
All Rigd	Remove pier	50000	

Schedule 4

			Amt	Total
Pier 6				
All Rigd	Shoring, Cribbing, etc		70000	
1700 CY	Excav @ 15¢		18000	
3300 LFt	Piling @ 1¢		3300	
66 Only	Drive Piles @ 60¢		3960	
489 CY	Seal Conc @ 40¢		19560	
1048 CY	Ft. A conc @ 80¢		83840	
67400 #	Metal reinf @ 14¢		9436	
5500 #	Tie rods and posts 60¢		3300	
All Rigd	Alter exist pier			
	96 LFt 4" ø holes @ 2¢	192		
	1200 " 2½" ø " @ 1¢	1800		
	Remove 43 M FBM Lbr @ 40¢	1720		
	Misc alt @	1000	4712	
All Rigd	Move out and return Span 7		18000	234108

Coop

			Amt	Total
Pier 7				
All Rigd	Shoring, cribbing, etc.		70000	
1200 CY	Excav @ 15¢		18000	
3200 LFt	Piling @ 1¢		3200	
66 only	Drive Piles @ 60¢		3840	
489 CY	Seal conc @ 40¢		19560	
1070 CY	Ft A Conc @ 80¢		85600	
69500 #	Metal reinf @ 14¢		9730	
5500 #	Tie rods & post @ 60¢		3300	
All Rigd	Alter exist. Pier			
	96' 4" ø holes 2¢	192		
	1200' 2½ø " 1¢	1800		
	Remove 43M-FBM Lbr @ 40¢	1720		
	Misc alt	1000	4712	
All Rigd	Move out and return span 8		18000	235492

Coop

Schedule 4

			Amt	Total
Pier 8				
All Regd	Shoring, cribbing, etc		70000	
1200 C.Y	Excav @ 15¢		18000	
2700 LFt	Piling @ 1¢		2700	
54 only	Drive piles @ 60¢		3240	
489 C.Y.	Seal conc @ 40¢		19560	
1050 C.Y.	Cl. A Conc @ 80¢		84000	
68000 #	Metal reinf @ 14¢		9520	
5500 #	Tie rods & pads @ 60¢		5300	
All Regd	Alter exist. pier			
	96' 4" ϕ holes @ 2¢	.192		
	1200' 2½" ϕ " @ 1¢	.1800		
	Remove 43' M-L bent 40¢	.1720		
	Misc alt @	.1000	4712	227737
All Regd	Remove span 9		18000	

Coop

			Amt	Total
Pier 9				
All Regd	Shoring, cribbing, etc		70000	
1700 C.Y.	Excav @ 15¢		18000	
2500 LFt	Piling @ 1¢		2500	
50 only	Drive piles @ 60¢		3000	
489 C.Y.	Seal conc @ 40¢		19560	
1005 C.Y.	Cl. "A" conc @ 80¢		80400	
59000#	Metal reinf 14¢		8260	
5500#	Tie rods & pads @ 60¢		3300	
All Regd	Alter exist. pier			
	96' 4" ϕ holes @ 2¢	.192		
	1200' 2½" ϕ " " @ 1¢	.1800		
	Remove 43 M-L bent 40¢	.1720		
	Misc alt	.1000	4712	227737
All Regd	Remove span 10		18000	

Coop

Schedule 4

			Amt	Total
Pier 10				
109 CY	Cl. "A" conc @ 80-		8720	
9000#	Metal reinf @ 14¢		1260	
All reqd	Alter exist. piers			
	10' 2" ϕ holes @ 15¢	15-		
	155' 1½" ϕ holes @ 15¢	232-		
	Misc alt	500-	747	10727
~~Struct. Raise N. end span~~		~~1100~~	~~1152~~	—
100000 CY	Riprap S/New str @ 5¢		50010	
10,000 CY	" " S/old " " 5¢		50000	100000
				134029

S.T Substa

Superstructure Work

Tower-Span 2

Dock Work

3 CY.	Remove old conc @ 100-	300-	
3 CY	Cl. A conc @ 80-	240-	
350#	Metal reinf @ 14¢	49-	
3000#	A.C. Wear surf @ 1¢	30-	619
Steelwork on tower			
2200#	Carb. steel @ 32¢	704-	1704
All reqd	Misc steel work	~~1000~~	
Machinery			
57500#	Remove old sheaves & ext	5750-	
42500#	" " replace	4250-	
37500#	New cwt ropes 60¢	22500-	
1000#	Zinc for sockets 1¢	1000-	
45000#	Sheaves, cast Ill. @ 60¢	27000-	
3600#	Machine exist shafts @ 40¢	1360-	
+2 Only	New roller brgs. @ 2500	~~5000~~ 10,000-	81860
All reqd	Misc mach & elec.	10,000-	

84183

Schedule 4

			Amt	Total
	Tower - Span 4			
	Deck work			
10 CY	Remove old conc @ 100	1000		
13 C.Y.	Cl. A Conc @ 80	1040		
1800#	Metal reinf @ 14¢	252	2292	
	Steel Work on Tower			
3900#	Carb. stl @ 32¢	1248		
All Reqd	Misc. steel work	7000	8248	
	Machinery			
57500#	Remove old shrouds @ 10¢	5750		
42500#	" " ropes @ 10¢	4250		
37500#	New 6 wt rope @ 60¢	22500		
1000#	Zinc for sockets @ 1	1000		
45000#	Sheaves, cast stl @ 60¢	27000		
3400#	Machine exist. shafts @ 40¢	1360		
4 Ea only	New roller bearings 2500	10000	81960	97400
All reqd	Misc mach. & elec	10000		
	Deck - Span 4			
28 CY	Remove old conc @ 100	2800		
22 C.Y.	Cl. A Conc @ 80	1760		
3100#	Metal reinf @ 14¢	434		
31000#	A.C. wearing surface @ 1¢	310	5304	
	Span 5-6, Complete			
All reqd	Remove & store 2 spans @ 20,000	40000		
758,000#	Str. carb. stl @ 32¢	242560		
1,063,000#	Low alloy " " 34¢	361420		
438 C.Y.	Cl A conc @ 80	35040		
95000#	Metal reinf @ 14¢	13300	692320	

Schedule 4

			Amount	
	Deck, Span 7			
270 C.Y.	Remove conc @ ~~100-~~ 30-	~~=~~	8100	
62000#	" steel @ 10¢		~~1000~~ 6200	
297 C.Y.	Cl. A conc @ 80-		23760	
62000#	Metal reinf @ 14¢		8680	
	Deck, Span 8			
270 C.Y.	Remove conc @ ~~100-~~ 30-	~~=~~	8100	
62000#	Remove Stl @ 10¢		~~1000~~ 6200	
297 C.Y.	Cl. A conc @ 80-		23760	
62000#	Metal reinf @ 14¢		8680	
	Deck - over Pier 9			
9 C.Y.	Remove old conc @ 100-		900	
8 C.Y.	Cl A conc @ 80-		640	
1200#	Metal reinf @ 14¢		168	
1500#	Carb. Stl @ 32¢		480	
3000#	Low alloy @ 34¢		1020	
1000#	A.C. wear surf @ 1¢		90	
	Deck - over Pier 10			
7 C.Y.	Remove conc @ 100-		700	
7 C.Y.	Cl. A conc @ 80-		560	
800#	Metal reinf @ 14¢		112	
1900#	Str Carb Stl @ 32¢		608	
5610#	AC. wear surf @ 1¢		56	
	Deck - over Pier 11			
9 C.Y.	Remove conc @ 100-		900	
8 C.Y.	Cl A conc @ 80-		640	
1200#	Metal reinf @ 14¢		168	
1500#	Carb. Stl @ 32¢		480	
3000#	Low alloy @ 34¢		1020	
1000#	A.C. wear surf @ 1¢		90	

Schedule 4

			Cost	Total
Traffic Control				
E 1 Road	Replace 2 barriers w/new		60000	
	Misc traffic control gates,			
	warning lights, etc.		15000	75000
Jacking Equipt for, etc.				
2	Jack span 4 @ 400.00		1800	
7	" " 11 " 400.00		2800	
5,500 #	Carb stl @ 32¢		1760	
5,000 #	Low Alloy stl @ 34¢		1700	
2,400 #	Cast stl @ 17¢		408	
300 #	Forged stl @ 17¢		51	
70 #	Springs @ 12¢		8	
700 #	Wire rope @ 6¢		42	
Painting				
~~170 Tons~~	~~Struc @ $400~~		~~36000~~	
3400 "	Old @ $30.00		117000	117000
		S.T. Superstr		1212059
South Approach.				
All road.	Remove span 14 Estmd		12000	168000
"	Const RC approach		152000	
		S.T. Constr		2720348
	10% Engr & contng			272035
		Tot		2992383

Summary Coop work on Remodeling Old Pier

See list and sheets attached

Item	Total	Coop	Non coop
Substructure			
Pier 4 Reinf	248748.	248748	
" 5 Remove	50000.	50000	
" 6 Reinf	234108.	234108	
" 7 "	235942.	235942	
" 8 "	233037.	233037	
" 9 "	227732.	227732	
" 10	10727	10727	
Riprap (all piers)	100000.		100000
Superstructure			
Tower Span 2	84183.		84183
" " 2	99400.	10540	81860
Deck, Span 4	5304.	5304	
Span 5/6 complete	692320.	692320	
Deck, Span 7	46740.	46740	
" " 8	46740.	46740	
" Over pier 9	3798.	3798	
" " " 10	2036.	2036	
" " " 11	3798.	3798	
Traffic Controls	75000.		75000
Jacking, Equipt. etc	43740.	43740	
Painting (allowance)	117000.		117000
S. Approach (Split)	168000.		168000
S.T	2740348.	2094305	626043
10% E&C	277035.	209431	62604
Tot.	2992383.	2303736	688647
Salvage 25#/sq. 3 @ 375 Tons @ 2#/lb	30000.	- 30000	
	2962383.	~~2303736~~	

STATE OF WASHINGTON

WASHINGTON TOLL BRIDGE AUTHORITY

TRANSPORTATION BUILDING
OLYMPIA, WASHINGTON

February 24, 1956

Schedule 5

Oregon State Highway Commission
Salem, Oregon

Attention: Mr. Glen Pearson

Gentlemen: Re: Vancouver-Portland Interstate Toll Bridge

I am transmitting herewith tabulation of costs incurred in connection with the acquisition of right of way and the construction of the approaches to the existing Interstate Bridge south of the center line of 5th Street, in Vancouver, Washington. The total cost reflected on the tabulation amounts to $2,445,642.64.

I wish to call your attention to the tabulation, particularly the last item on the first page, setting forth the estimated cost of rearranging approaches to fit the new Interstate Bridge, in the amount of $75,000.00. This amount should be deducted from the total figure as this amount was inadvertently included in the tabulation. The tabulation should be considered exclusive of the estimated cost and the balance remaining would represent actual construction and right of way costs previously experienced by the Washington State Highway Commission in connection with the project as related to the bridge. The estimated cost of rearranging approaches to fit the new Interstate Bridge, including all grading, paving, lighting facilities, landscaping and traffic control, amounts to $100,000.00. In addition to this estimated cost, we will also be subjected to added right of way costs amounting to $228,000.00, the bulk of which represents costs to the Port of Vancouver, which property has already been acquired, subject to payment on or before July 1, 1956, in the amount of $204,375.00. We have previously expended in electrical design on the draw span, the sum of $17,665.64, which will have to be reimbursed by the Authority and is in no way related to costs previously incurred in the construction of the approaches to the existing Interstate Bridge.

We will also have to pay certain legal fees, trustee fees, printing expense for resolution, bond printing and signing expense, traffic engineering expense, and miscellaneous office and traveling expenses in connection with the bond issue, which should not exceed the sum of $35,000.00. I will have

...n State Highway Commission
...ruary 24, 1950
...e 2

...detail developed on these last items and will review them with you
...Portland on March 1st.

Very truly yours,

WASHINGTON TOLL BRIDGE AUTHORITY

Donald B. Hedges

By: D. B. HEDGES
Secretary

...:lm
cc: Mr. A. A. Bugge
Mr. E. L. Massey

P. S. - The above was dictated by Mr. Hedges and, in his absence, I asked that I review the context. I wish to summarize the cost figures this way. Total cost actually expended to date by the Department of Highways - $2,370,642.64. Estimated additional cost to complete right of way, approaches, bridge design expense on draw span, and financing expenses by the Toll Bridge Authority amount to $3..., ... which will give a total, including money expended and additional estimated cost, in the amount of $2,751,308.18.

H. C. HIGGINS

FEBRUARY 20th, 1956

PSH No. 1, INTERSTATE BRIDGE AT VANCOUVER

Showing the costs incurred in connection with the acquisition of the Right of Way and construction of the approches to the Interstate Bridge, north of the center line of 5th Street.

CONTRACT COSTS

Project No.	Description		
[illegible]43	Main Apt., in Vanc.	Demolition & removal	3,190.27
[illegible]79	S. P. & S. Ry. Under Xing in Vanc.		334,946.12
[illegible]00	Vanc. Freeway, McCoy Auto Bldg. etal		7,119.54
[illegible]1A	P.S.H. No. 8, Under Xing in Vanc.		171,481.52
[illegible]31	Vanc. Freeway, Corder Motors Bldg. etal		5,108.87
[illegible]43	Vanc. Freeway, Knapp Tractor & Impl. Bldg.		8,431.77
[illegible]44	Vanc. Freeway, C. A. Perkins Bldg. etal		7,675.80
4171	Brdy. Under Xing in Vanc.		37,642.66
4286	Vanc. Freeway, Coal Spur Relocation		55,821.22
4291	Relocation of Vanc. Barrs oks Bldgs.		10,670.72
[illegible]13	Vanc. Freeway, Water System Reconstr.		63,446.79
4317	Vanc. Freeway, Storm Sewer, Columbia Riv. to 6th Street		75,499.28
[illegible]44	Vanc. Freeway, Interstate Bridge to 5th		342,900.60
4604	Vanc. Freeway, 5th Street Vic. to Burnt Bridge Creek		26,119.26
[illegible]66	Vanc. Freeway, Illumination		19,772.92
4988	Interstate Br. to 5th St. & 14th St. Interchange- Roadside Improvement		31,948.13
			2,242,[illegible]

STATE FORCE PROJECTS

C-995	Sewers by City	8,210.13	
C-1020	Relocate 6" Water Mains	1,680.76	
C-1167	Drainage, Ditches and Slides	143.58	
C-1310	Fire Hydrants & Alarms	219.60	10,254.07

LOCATION PROJECTS

[illegible]-137	Alternate Route through Vancouver	40,240.91	
L-651	Vancouver Freeway	25,464.30	
[illegible]-[illegible]49	Vancouver Freeway	152,482.64	
		218,187.85	
	29.372% of 218,187.85, Location costs		64,08[illegible].1[illegible]

The percentage of total location funds included in the above figures was arrived at by pro-rating the total Contract Construction cost below 5th Street against the total Contract Construction costs for the entire Freeway.

Estimated cost of rearranging Approaches to fit new Interstate Bridge [illegible],000.00

RIGHT OF WAY PROJECTS

RW- 103	Interstate Bridge to 25th St.	946,733.32	
RW-266	Interstate Bridge to 25th St.	113,441.69	
RW-492	Interstate Bridge to 25th St.	12,650.75	
RW-560	Interstate Bridge to 25th St.	2,892.09	
RW-590	Interstate Bridge to 25th St.	40.00	
RW-626	Interstate Bridge to 25th St.	162.16	
			1,075,920.01
	Less Portion outside 5th Street		31,393.05
	TOTAL RIGHT OF WAY		1,044,526.96

Right of Way costs outside 5th street consist of one parcel of land out of a total of 39 purchased in the area and 1/39 of Right of Way costs incidental to the purchase of land.

TOTAL COSTS 2,445,642.64

VANCOUVER-PORTLAND INTERSTATE TOLL BRIDGE
ESTIMATED CONSTRUCTION COSTS
as of December 31, 1956

Schedule 6

First Bond Issue

1. South Approach (Oregon)			
Grading and paving (estimated		$ 281,983.50	
Landscaping (estimated)		16,875.00	
Lighting (estimated)		110,000.00	
Right of Way (estimated)		900,000.00	
Oregon Slough Bridge (Bid)	$1,117,760.80		
10% engineering & conting.	111,776.08	1,229,536.88	
			$2,538,394.50
2. Main River Crossing			
Engineering Costs, Washington (incurred)		23,496.33	
" " , Oregon (incurred)		59,705.51	
Main River Bridge (Bid)	5,564,180.00		
10% engineering & contng.	556,418.00	6,120,598.00	
			6,203,799.84
3. Financing Costs			
Attorney's Fees, printing, etc. (actual)			13,175.96
4. Insurance (Actual)			80,775.00
			$8,836,145.30
5. Less earnings on Investments			
Actual to 2/1/57	144,938.44		
Estimated to 6/30/58	124,493.00	269,431.44	
			7,966,713.86
6. Cash received in Construction Fund, Sale of Bonds			7,989,259.54
Surplus			22,977.08

m.t.h. 1/8/57

6-30-57
7-31-57
8-31-57
9-30-57
10-31-57
11-30-57
12-31-57
1-31-58
2-28-58
3-31-58
4-30-58
5-31-58
6-30-58
7-31-58
8-31-58
9-30-58
10-31-58
11-30-58
12-31-58
1-31-59
2-28-59
3-31-59
4-30-59
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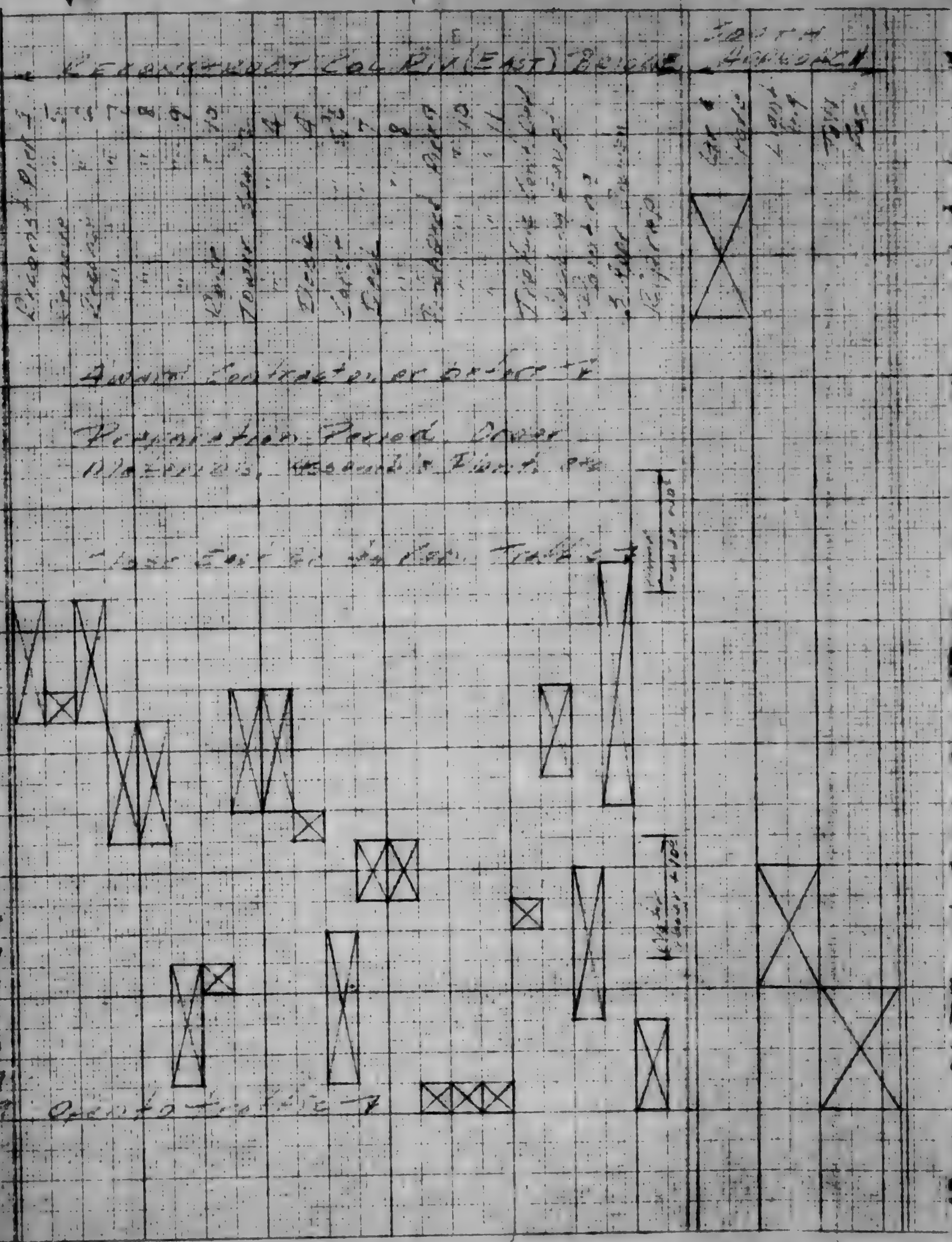

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2 (5-7)

8F

Portland-Vancouver Interstate Bridge Project
Financial Status as of 5/1/57

Sch-	Item	Amt	Total Project	1st Stage (1st Bond)	2nd Stage (2nd Bond)
	REVISED ESTIMATE of COST to CONSTRUCT				
	SOUTH APPROACH-OREGON				
1	Grade & Pave	310257-			
2	Oregon Slough Br	1341 16870			
—	Landscape	16875-			
—	Rights of Way	200000-			
—	Lighting	110000-	1978 30070	1978 30070	
	COLUMBIA RIVER CROSSINGS				
3	New Col. R. Br	6107 77695		6107 77695	
4	Reconst Old Br	*2962 38300			2962 38300
—	Toll Plaza	250000-	9320 15995		250000-
	NORTH APPROACH-WASHINGTON				
5	Prior Work to 5th St.	2370 64700			
5	New Work	10000000			
5	Rights of Way	22800000	(2698 64200)		
	Limited to S. Appr. by Agt		1978 30070		1978 30070
	FINANCING COST				
6	1st Bond Issue (Actual)	1317600		1317600	
—	2nd " " (Est)	750000	2067600		750000-
	INSURANCE				
6	1st Stage (Actual)	807750		807750	
—	2nd " (Est)	2000000	10077500		200000-
—	**OPERATING EXP (Fixed)**		1000000		100000-
	Totals		13 4082 1235	8 1800 7865	5 2818 3370

Item	Amt.	Total Project	1st Stage (1st Bond)	2nd Stage 2nd Bond
Funds available for Constn				
1st Bond Sale	9300000-			
Less Int., disct., ck	-1310709.06			
Earnings on Invest				
Actual to 2/7/57	1445564.44			
Est. to 6/30/58	1248750.0	8258722.38	8258722.38	
2nd Bond Sale	5700000-			
Less Int @ 4⅛% for 2 Yrs 8 Mos	-571000-	4628000.00		4628000-
Total		12886722.38	8258722.38	4628000-
Recap				
Rev. est. cost to const		13408212.35	8180028.65	5228183.70
Funds available		12886722.38	8258722.38	4628000.00
Est Deficit		521489.97+	78693.73-	600183.70
* This is total estimated cost to remodel old bridge and does not show estimated credit for Federall cooperation on reconstruction cost				
Federall cooperation estimated as follows:				
Total est cost to reconstruct			7962383.00	
Non coop. items			-688647.00	
Coop Amt			2273736.00	
50% coop			1136868.00	To be financed on temp basis

Oregon Slough Bridge - South Approach
Revised estimate of cost to construct 5/1/57

#		Item	Amt	Total
		Contract Items		
1	All Regd	Shoring, Cribbing, etc	22500 -	
2	2600 C.Y.	Struct. Excav @ $5	13000 -	
3	165 C.Y.	Excav. below elev @ $6	990 -	
4	20,100 LFt	Timber piling @ 65¢	13065 -	
5	9625 LFt	Tr. timber piling @ $1.30	125125 0	
6	529 Only	Drive timber piling @ $80 -	42320 -	
7	2000 C.Y.	Tremie conc @ $30	60000 -	
8	3600 C.Y.	Cl. A. conc @ $105	378000 -	
9	719,000#	Metal reinf @ 11¢	79090 -	
10	All Regd	Struct. steel	460750 -	
11	1150 LFt	Metal rail @ $12.70	14605 -	
12	All Regd	Elec conduit	1500 -	
13	" "	Constn walkway	9000 -	
14	" "	Roadwork	10000 -	
15	160 Sq Yds	Conc slab riprap	1440 -	
16	All Regd	Alterations to exist struct.	29000 -	11477750
		Contract Contingencies		
PA 1	All Regd	Revise temp road constn	1960 -	
PA 3	" "	" Denver-Swift connection	675 -	
EW 01	" "	Remove Buildings	18974 6	
PA 1	" "	Ore Slo Widening (Est)	60674 72	652071 8
		Other Contingencies		
SF 01	All Regd	Install Traffic signals	25865 1	
" 2	" "	Move 11 KV line	30158 8	
" 3	" "	Reconst drainage fac	9250	
" 4	" "	Const fence near pool	2697 0	62445 9
		S.T. Constn		121924427
		10% Eng & Contng		12192443
		Total		134116870

Schedule 2

Columbia River (West) Bridge
Revised estimate of cost to construct 5/1/57

#	Item		Amt	Total
1	All Rqd.	Shoring, Cribbing, etc	200000 -	
2	18430 C.Y.	Str. Excav @ 5.00	92150 -	
3	50 C.Y.	Excav. Below El. @ 6.00	300 -	
4	84030 LFt	Timber Piling @ 6.54	546950	
5	5690 LFt	Treated Timber Piling @ 1.30	7397 -	
6	1260 LFt	Cast-in-place Conc. piling @ 4.05	5103 -	
7	1779 Only	Drive Timber Piling @ 60 -	106740 -	
8	21 Only	" Conc piling @ $100	2100 -	
9	13000	Tremie Conc @ $29 -	377000 -	
10	10,500 C.Y.	Cl. A Conc @ $100.00	1050000 -	
11	1,700,000#	Metal Reinf @ 11¢	187000 -	
12	All Road	Str. Stl	2832000 -	
13	3870 LFt	Metal Rail @ 14.50	56115 -	
14	All Kind	Bridge Bldgs	42000 -	
15	" "	Elec & Mech. equipt	475000 -	
16	" "	Lighting	30000 -	
17	" "	Constn Walkway	25000 -	
18	" "	Engr. office	10000 -	55525245 0
	1070 Engr & Contng			55525245
		Total		610777695

Schedule 3

RECONSTRUCT COL. RIV (EAST) BRIDGE

6-30-57	Reconst Pier 4
7-31-57	" 5
8-31-57	Remove " 6
9-30-57	Reconst " 7
10-31-57	" 8
11-30-57	" 9
12-31-57	" 10
1-31-58	Raise Tower Span 2
2-28-58	" 4
3-31-58	Deck " 4
4-30-58	" 5 & 6
5-31-58	Const. " 7
6-30-58	Deck " 8
7-31-58	" " 9
8-31-58	Reinforcement " 10
9-30-58	" " 11
10-31-58	Install Traffic Control Equipment
11-30-58	Remove Existing Bridge
12-31-58	S. Abut. Approach
1-31-59	Riprap
2-28-59	
3-31-59	
4-30-59	
5-31-59	
6-30-59	
7-31-59	
8-31-59	
9-30-59	
10-31-59	
11-30-59	
12-31-59	

Award Contract on or before →

Preparation Period, Order Materials, Assemble Plant, etc.

Close East Br to Veh. Traffic →

Open to traffic →

SOU... APP...

GR & PAVE

1961

Water Elev 10.0 ft

Water Elev 21.0 ft

PRINTED IN U.S.A.

TIME SCHEDULE

FUTURE CONTRACTS

INTERSTATE BRIDGE PROJECT

RECEIVED
APR 26 1957
FOR FILING
797
4652

April 26, 1957

4132

Mr. A. A. Tims, President
Peninsula Drainage District Number One
North Portland, Oregon

Dear Sir:

Receipt is acknowledged of your letter of April 19 relative to inspection and referencing of pipes, for which we are responsible, that pass through the levee along the Oregon Slough.

We have requested our Division Engineer, Mr. A. G. Skelton, at Milwaukie, Oregon, to have this work done as the U. S. Army Engineers recommended. As soon as we have a report that this work has been completed we will advise you. We wish to thank you for bringing this matter to our attention.

Very truly yours,

W. C. Williams
State Highway Engineer

By

W. W. Stiffler
Assistant State Highway Engineer

cc Mr. I. A. De France

IAD:hl er

Salem, Oregon
April 25, 1957

Peninsula Drainage District #1
North Portland

Mr. A. G. Skelton
Division Engineer
Portland, Oregon

Herewith copy of letter from Mr. A. A. Time, President of Peninsula Drainage District Number One, requesting us to inspect, recondition, and reference in all sewer and pipes for which we are responsible that pass through the levee along Oregon Slough, in conformity to the recommendations of the U. S. Army Engineer. Please arrange to undertake this work at your early convenience.

We are not familiar with the extent or limits of this drainage district or with the type or number of structures that will be involved. We suggest after our inspection and referencing is completed that a log or list be made showing the milepost location of each structure, its size, length, and reference data. Please advise us when the work is completed inasmuch as Mr. Time wishes to be advised.

I. A. DeFrance
Assistant Maintenance Engineer

IAD:hl

Enclosure

NOTED
W. W. STIFFLER

ASSIGNMENT

Date: 4-23-57 No. 4132 By WWS

Description: Letter from Peninsula Drainage District Number One, North Portland, Oregon dated 4-19-57 stating that all sewer and drain pipes passing through the levee along Oregon Slough be clearly marked as to location and type.

Acknowledged by____ Referred to Mr. Collier

__Investigate and report with recommendation
X Such action as necessary and report
__Comment or recommendation
X Return with rough draft of reply
__Prepare reply for signature of Mr._____
__Contact correspondent and report

Remarks:

PLEASE RETURN TO
W. W. STIFFLER
FOR FILING

Executed 4-25-57 Report Received_____

E DISTRICT NUMBER ONE

RTLAND, OREGON

9, 1957

REFERRED TO
Tayson

eers recommend that all sewer and drain along Oregon Slough be clearly marked as t all pipes should be inspected prior to hould be closed and repaired if necessary. ovided for pipes which extend several feet failure.

keep a record of the number of feet from the sloughward end of each pipe in order ion. At least two permanent points should be established at each location in line with the pipe in order to locate the outlet when submerged. The markings should be placed so they will not interfere with any travel or work on the top of the levee.

It is the responsibility of the Highway Department to maintain its outlets through the levee. Will you please comply with the above recommendations within the next thirty days and advise me when this work is complete?

Yours respectfully,

President

NOTED
W. W. STIFFLER

RECEIVED
APR 22 1957
OREGON
STATE HIGHWAY COMMISSION

PENINSULA DRAINAGE DISTRICT NUMBER ONE

NORTH PORTLAND, OREGON

April 19, 1957

REFERRED TO Payson

State Highway Department
Salem, Oregon

Gentlemen:

The U. S. Army Engineers recommend that all sewer and drain pipes passing through the levee along Oregon Slough be clearly marked as to location and type. Also that all pipes should be inspected prior to the spring freshet. All gates should be closed and repaired if necessary. Suitable hold downs should be provided for pipes which extend several feet from the levee against potential failure.

It would be well to keep a record of the number of feet from some permanently marked point to the sloughward end of each pipe in order to locate for underwater inspection. At least two permanent points should be established at each location in line with the pipe in order to locate the outlet when submerged. The markings should be placed so they will not interfere with any travel or work on the top of the levee.

It is the responsibility of the Highway Department to maintain its outlets through the levee. Will you please comply with the above recommendations within the next thirty days and advise me when this work is complete?

Yours respectfully,

A. A. Jones
President

120

NOTED
W. W. STIFFLER

RECEIVED
APR 22 1957
OREGON
STATE HIGHWAY COMMISSION

File

RECEIVED
MAY 2 1957
OREGON DISTRICT
FOR FILING
7971
08-35

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

408 STATE HIGHWAY BLDG.
SALEM, OREGON

REFERRED TO Cooper

April 24, 1957

Mr. W. C. Williams
State Highway Engineer
Salem, Oregon

Dear Sir:

We have received prints of an alternate plan for the south approach to the main Interstate Bridge at Portland which have been prepared in our Regional office. This plan provides for satisfactory access control and full width shoulders between the Slough Bridge and the Interstate Bridge. One print of this plan was handed to Mr. Lloyd Shaw today.

A copy of the transmittal memorandum from our Regional office is attached for your information.

The suggested alternate plan has some desirable features and, in our opinion, merits serious consideration.

Very truly yours,

C. G. Polk

C. G. POLK
District Engineer

Encl.

Copy to Edwards

RECEIVED
APR 25 1957
OFFICE OF
STATE HIGHWAY ENGINEER

Office Memorandum • UNITED STATES GOVERNMENT

TO : Mr. C.G. Polk, District Engineer
Salem, Oregon

DATE: April 23, 1957

FROM : F.E. Andrews, Regional Engineer
Portland, Oregon

SUBJECT: Oregon - Approach to Interstate Bridge, Portland.

Reference is made to the preliminary plan for the above location transmitted with your February 6, 1957 memorandum and to the memorandum dated March 25 from the Washington Office on the above project. We have attached two prints of an alternate prepared in this office for the section between the main bridge and the Slough Bridge which we feel has considerable merit.

This plan eliminates the frontage road in front of the development on the east side of the highway. It reduces the number of entrances for that property to one. It will require revision of the internal traffic facilities of the development. It has the advantages, however, of better channelizing the flow on and off the highway, providing better acceleration and deceleration facilities, placing ramp noses at points of better visibility, and providing full shoulders through this section where they are needed very badly.

The bridge flares have been left unchanged from the State's plan. The stopping sight distance through this section could be improved somewhat by raising the grade of the through roadways. However, since the sight distance is consistent with that on the main bridge, and since there is considerable investment in the existing pavement we would not insist on that change.

The plan was drawn up showing a divided roadway all the way around the loop on the west side of the highway. It appears that it would be feasible to use a simple two-way undivided roadway through the section marked "A" and provide access for the Jantzen Beach parking lot.

1 print handed Shaw 4/24

Enc.

RECEIVED
APR 25 1957
FOR FILING
7971
4653

Salem, Oregon
April 24, 1957

Portland-Vancouver
Interstate Bridge

Mr. Robert L. May, Jr.
Assistant Chief Counsel

The 1956 Federal Aid Highway Act, in Section 114, provides that the Congress will determine whether or not to reimburse any State for portions of a highway which is on the Interstate System, whether toll or free, the construction of which has been completed subsequent to August 2, 1947 or which is either in actual use or under construction by contract, for completion, awarded not later than June 30, 1957.

Two questions have arisen concerning this provision. First, our contract for the construction of the new bridge was awarded on March 27, 1956 so that we qualify as far as timing is concerned. We intend to let the contract for grading and surfacing of the section across Hayden Island between the new bridge and the Oregon Slough Bridge in June of 1957, so that this section would qualify. We will not award a contract for the reconstruction of the old bridge until late this year, certainly after June 30. Some time probably in 1959, we will let two other contracts, one being for the lighting and the other for the toll-collecting facilities. One reading of the act would be that, while the main bridge and the grading might possibly qualify, the revision of the old bridge, the lighting, and the toll-collecting facilities would not.

The second question concerns the entire project and you will notice that the words "for completion" are used in the act. The items which will not be under contract by June 30, 1957 are a part of the entire project and it is possible that even the new bridge might be disallowed because the entire project was not under contract.

I would like to have your interpretation of this act as it relates to this specific project.

G. S. Paxson
Assistant State Highway Engineer

GSP:gf
cc Mr. W. C. Williams

RECEIVED
APR 21 1957
FOR FILING

7971

4653

April 23, 1957

Modigan - Hyland
28-04 41st Avenue
Long Island City 1, N. Y.

Attention: Mr. Robert S. Johnston

Dear Mr. Johnston:

This will acknowledge your letter of April 18, 1957, addressed to our chief engineer regarding the new Portland-Vancouver Bridge over the Columbia River.

As requested, we are enclosing the itemized unit bid sheets for this project.

Respectfully yours,

OREGON STATE HIGHWAY COMMISSION

H. B. Glaisyer
Secretary

CWL:lt
Encl.

MADIGAN - HYLAND
28-04 41st AVENUE
LONG ISLAND CITY 1, N.Y.

STILLWELL 4-1213

MICHAEL J. MADIGAN
EMIL H. PRAEGER
CLINTON F. LOYD

April 18, 1957

Mr. R. H. Baldock, Chief Engineer
Oregon State Highway Department
Salem, Oregon

Re: New Portland-Vancouver Bridge
over Columbia River

Dear Sir:

Please assist us by supplying Unit Prices on the above captioned bridge.

We wish to use these Unit Prices for comparative cost studies and are therefore interested in only the major items usually present in most substructure and superstructure contracts.

Very truly yours,

MADIGAN - HYLAND

Robert S. Johnston

RSJ/lp

Robert S. Johnston

REFERRED TO
BY SECRETARY

OK - Send him a unit price tabulation

Mailed 4-23-67 EWH

RECEIVED
APR 22 1957
STATE HIGHWAY COMMISSION

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APR 3 ? 1957
FOR FILES
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April 3, 1957

Agenda Item 5-1

Mr. A. A. Time
President
Peninsula Drainage District Number One
North Portland, Oregon

MISC. CONTRACTS and AGREEMENTS No. 1236

Dear Sir:

We are enclosing herewith for the records and files of the Peninsula Drainage District Number One a fully executed copy of an agreement between the State Highway Commission and the Peninsula Drainage District Number One covering dike work in connection with construction of Oregon Slough Bridge on US99E, North Portland.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

rn
Enc. 1

P.S. A fully executed copy of the above agreement has been retained in this office for the Commission's files.

REFERRED TO
BY SECRETARY

PENINSULA DRAINAGE DISTRICT NUMBER ONE

NORTH PORTLAND, OREGON

March 25, 1957

AGENDA
MAR 28 1957
5-L

State Highway Department
State of Oregon
Salem, Oregon

Attention Mr. G. S. Paxson,
Assistant State Highway Engineer

Gentlemen:

In accordance with your letter of March 18th, we are enclosing two (2) executed copies of agreement between the State of Oregon and Peninsula Drainage District No. 1 covering dike work in connection with the reconstruction and improvement of the highway at Oregon Slough bridge.

If and when this agreement is signed by the Highway Commissioners will you please send us one copy?

Yours very truly,

A. A. Tims, President

tw

Enclosures--2

APPROVED
ASST. STATE HIGHWAY ENGINEER
Date March 24/57

RECEIVED
MAR 26 1957
OREGON
STATE HIGHWAY COMMISSION

(A)
2 COPIES TO BE SIGNED

RECEIVED
MAR 19 1957
FOR FILING
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March 18, 1957

Mr. A. A. Tims
President
Peninsula Drainage District Number One
North Portland, Oregon

Dear Mr. Tims:

Reference is made to your letter of February 5 concerning the dike on the south bank of Oregon Slough westerly from the Interstate Bridge.

In accordance with your request, I am attaching hereto three copies of a proposed agreement covering our work in that area. If you find these satisfactory, it would be appreciated if you would return two executed copies to this office for presentation to the State Highway Commission. The Highway Commission meets on March 28 and 29, and if these are received prior to that date, they can be presented to the Commission at that time.

Very truly yours,

W. C. Williams
State Highway Engineer

By

G. S. Paxson
Assistant State Highway Engineer

GSP:gm
Attached
cc Mr. W. C. Williams
Mr. Robert L. May, Jr.

PENINSULA DRAINAGE DISTRICT NUMBER ONE

NORTH PORTLAND, OREGON

Feb. 5, 1957

Oregon State Highway Department
Salem, Oregon

Gentlemen: Attn: Mr. P. M. Stephenson, Bridge Engineer

Referring to your letter of January 29, 1957, relative to construction work in connection with the widening of the Oregon Slough Bridge.

It will be necessary for the Oregon State Highway Department to furnish Peninsula Drainage District Number One with written agreement stating that the Highway Department will maintain the flood protection works or reimburse the Drainage District for cost incurred in maintaining these works as a result of the new construction for a period of five years from the date these protective works are satisfactorily restored.

Full restoration of the flood protection works between the east end of the existing Swift ramp and the Denver Avenue embankment must be completed prior to the spring freshet on the Columbia River.

The U. S. Army Engineers are to be advised by you at least three days prior to the restoration of the levee section in order that a representative of that office may be present to inspect the placement of the embankment.

Upon receipt of the five-year maintenance agreement, we will forward the necessary approval for the protective works as outlined in your letter and drawings Nos. 12501 and 1377B-D.

Yours respectfully,

A. A. James

President.

RECEIVED
FEB - 7 1957
OREGON STATE HIGHWAY DEPARTMENT
BRIDGE DIVISION

RECEIVED
FEB 7 1957
OREGON
STATE HIGHWAY COMMISSION

COPY

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WASHINGTON DC 11-23-56 338P EST

F E ANDREWS

BPR PD

REURWIRE NOVEMBER 9 AND PREVIOUS CORRESPONDENCE CONCERNING COLUMBIA RIVER BRIDGE BETWEEN PORTLAND, OREGON AND VANCOUVER, WASHINGTON. SINCE CONTRACT FOR BRIDGE HAS BEEN AWARDED AND SUBSTANTIAL PORTION OF WORK AIREADY UNDERWAY IT HAS BEEN ADMINISTRATIVELY DETERMINED THAT IT WOULD BE INADVISABLE TO MAKE ADJUSTMENTS IN CONTRACT AND FINANCIAL PROVISIONS TO ALLOW PAYMENT AS INTERSTATE PROJECT UNDER TERMS OF 1956 ACT. SUCH ACTION WOULD ESTABLISH UNDESIRABLE PRECEDENT ON OTHER PROJECTS CURRENTLY UNDER CONSTRUCTION AND WOULD BE INCONSISTENT WITH SECTION 114 OF ACT WHICH INDICATES INTENT OF CONGRESS TO DETERMINE THROUGH AUTHORIZED STUDIES WHETHER REIMBURSEMENT SHOULD BE MADE FOR SUCH PROJECTS.

CURTISS COMMISSIONER OF PUBLIC ROADS

CFN 9 1956 114

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RECEIVED
FEB 27 1957
HIGHWAY ENGINEERING

AUSTIN W. EARL, PRES.
MEMBER, ASCE
J. G. WRIGHT, VICE-PRES.
MEMBER, ASCE

EARL AND WRIGHT INC.
CONSULTING ENGINEERS
233 SANSOME STREET
SAN FRANCISCO 4

TELEPHONE
DOUGLAS 2-7690

February 26, 1957

7911

46-2

The Office of the
Secretary of State of Oregon
Salem, Oregon

Gentlemen:

This firm, a California corporation, has been retained to perform engineering services, by Judson Pacific-Murphy Corporation, sub-contractors to the Guy F. Atkinson Company, for the erection of the structural steel work for the superstructures of the Interstate Bridge and the Oregon Slough Bridge at Multnomah County, Oregon and Clark County, Washington.

In connection with our services, we anticipate we will have one full-time employee at the site for a period of about six months.

We will appreciate if very much if you will send us the State regulations regarding:

(1) Employment conditions;
(2) Compensation insurance;
(3) Payroll deductions;
(4) State income tax regulations;
(5) Permit for a California corporation to do business in Oregon;
(6) Other regulations applicable to our situation.

Mr. Austin W. Earl, President of this firm, is a licensed Civil Engineer in the State of Oregon.

Extra copies of this letter are enclosed for reference to the proper departments.

Very truly yours,

EARL AND WRIGHT INC.

J. G. Wright, Vice President

Mr. Dardis to answer.

JGW:mr

NOTED
C. S. PARKIN

RECEIVED
MAR 1 1957
OREGON
STATE HIGHWAY COMMISSION

COPY

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JAN 25 1957
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COMMISSIONERS
E. C. HUNTLEY, CHAIRMAN, COLFAX
R. E. HENSEL, BREMERTON
H. E. MORGAN, LONGVIEW
O. E. STONE, SPOKANE
R. A. MOISIO, TACOMA
LORENZ GOETZ, SECRETARY, OLYMPIA

STATE OF WASHINGTON
ARTHUR B. LANGLIE, GOVERNOR

WASHINGTON STATE HIGHWAY COMMISSION
DEPARTMENT OF HIGHWAYS

W. A. BUGGE, DIRECTOR
TRANSPORTATION BUILDING
OLYMPIA

DISTRICT OFFICES
NO. 1 SEATTLE 4, 450 SPOKANE ST.
NO. 2 WENATCHEE, P. O. BOX 98
NO. 3 OLYMPIA, P. O. BOX 527
NO. 4 VANCOUVER, 4100 MAIN STREET
NO. 5 YAKIMA, P. O. BOX 52
NO. 6 SPOKANE 21, N. 2620 MAYFAIR ST

January 8, 1957

Mr. Glenn S. Paxson
Assistant State Highway Engineer
Salem, Oregon

Dear Sir:

We are enclosing the financial statement which you recently requested in connection with the Interstate Bridge between Vancouver and Portland.

Very truly yours,

W. A. BUGGE
Director of Highways

By: O. R. DINSMORE
Assistant Director

WAB
ORD/rr
Enc.

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OREGON
STATE HIGHWAY COMMISSION

7971 Vancouver Interstate and Oregon Slough Bridge Folder #6

#4653 Apr. - Dec. 1956

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COMMISSIONERS
E. C. HUNTLEY, CHAIRMAN
COLFAX
R. E. HENSEL
BREMERTON
H. E. MORGAN
LONGVIEW
O. E. STONE
SPOKANE
R. A. MOISIO
TACOMA

LORENZ GOETZ, SECRETARY
OLYMPIA

STATE OF WASHINGTON
ARTHUR B. LANGLIE, GOVERNOR

WASHINGTON
STATE HIGHWAY COMMISSION
DEPARTMENT OF HIGHWAYS

W. A. BUGGE, DIRECTOR
TRANSPORTATION BUILDING
OLYMPIA

DISTRICT OFFICES
NO. 1 SEATTLE 4
480 SPOKANE ST.
NO. 2 WENATCHEE
P. O. BOX 98
NO. 3 OLYMPIA
P. O. BOX 327
NO. 4 VANCOUVER
4200 MAIN STREET
NO. 5 YAKIMA
P. O. BOX 82
NO. 6 SPOKANE 21
N. 2620 MAYFAIR ST.

REFERRED TO
PAXSON
By State Highway Engineer

December 28, 1956

Mr. W. C. Williams
State Highway Engineer
Salem, Oregon

Re: Vancouver-Portland Interstate Toll Bridge

Dear Sir:

Please refer to your letter of December 19, 1956, requesting our approval for you to enter into negotiations with the contractor on the construction of the Columbia River Interstate Bridge toll project, including the Oregon Slough Bridge, for redesigning and constructing the Oregon Slough Bridge to meet the minimum Interstate Highway System standards.

Pursuant to the provisions of the tri-party agreement dated August 9, 1954 and as amended April 27, 1955, by and between the Oregon State Highway Commission, the Washington State Highway Commission and the Washington Toll Bridge Authority, you have our approval to enter into negotiations with the contractor for the revisions required in the construction of the Oregon Slough Bridge to meet the minimum Interstate highway design standards which meet the approval of the Bureau of Public Roads, with the provision that we will have an opportunity to examine the redesign plans and that the additional cost to accomplish this revised plan will be considered as a part of the Oregon approaches and in accordance with the above mentioned agreement, the State of Washington will be reimbursed in a like amount as a part of the State of Washington's cost for the Washington approach of the above mentioned project.

Very truly yours,

W. A. BUGGE
Director of Highways

WAB:hm
HCH
cc: Washington State Highway Commission
Washington Toll Bridge Authority
Geo. Stevens

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STATE HIGHWAY COMMISSION
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PAXSON

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December 19, 1956

Mr. F. E. Andrews
Division Engineer
Bureau of Public Roads
P. O. Box 3900
Portland 8, Oregon

Dear Sir:

It is the desire of the States of Oregon and Washington to revise the plans for the Portland-Vancouver Interstate Bridge over the Columbia River, now being built as a toll revenue project, so that they conform with the standards for the interstate highway system. We have previously submitted to you plans for the entire project, and it is our understanding that your unofficial examination of these plans indicates that the only deficiencies are in the roadway widths and the lack of a deceleration lane on the new Oregon Slough Bridge which will carry southbound traffic.

I am attaching hereto a print from our Drawing No. 12501 which shows in red the proposed changes in the roadway widths and alignment that we believe will bring this project up to interstate standards. It would be greatly appreciated if your would examine this plan and advise as to whether, in your opinion, these revisions will bring the project up to interstate standards.

Very truly yours,

W. C. Williams
State Highway Engineer

cc Mr. C. C. Falk
Mr. Rae P. Rogers
Mr. W. A. Dugre
Mr. G. S. Paxson

Mr. G. S. Paxson

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DEC 20 1956
FOR FILING

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December 19, 1956

Mr. W. A. Bugge
Director of Highways
Washington Department of Highways
Transportation Building
Olympia, Washington

Dear Mr. Bugge:

Mr. Paxson today discussed with you by telephone the proposed changes in the Oregon Slough Bridge on the Columbia River Interstate Bridge toll project. As you know, we have been turned down by the Bureau of Public Roads in our proposal to make this project a Federal-aid Interstate project and build it as a free bridge.

Under the 1956 Highway Act, the Bureau is to report to the Congress in 1958 as to the advisability of reimbursing the states for the cost of toll projects on the interstate system. Should the Congress favor such a policy, the projects that would receive favorable consideration would unquestionably be those built to a standard conforming to the requirements of the interstate system.

Our greatest deficiency in this project is in the Oregon Slough Bridge. Under the minimum interstate standard, it would be necessary that we widen the roadway on the structure one foot and that we provide an adequate acceleration lane for southbound traffic turning westerly to the Swift Road at the south end of the Oregon Slough Bridge. It seems advisable that we make such changes as are necessary to bring this structure up to minimum standards. I am attaching hereto a print from our Drawing No. 12501 on which we have shown in red the outline of the proposed changes.

Under our agreement dated August 9, 1954, the Oregon Slough Bridge is within that section defined as the south or Oregon approach and the total cost of this approach is to be the measure of the reimbursement to the State of Washington for work done in Vancouver. The additional cost of the proposed revisions is estimated to be approximately $175,000, and under the agreement an equal amount would be added to the reimbursement to Washington for Vancouver work.

I would request your approval of our entering into negotiations with the contractor for these changes subject, of course, to your examination of the detailed plans.

Very truly yours,

W. C. Williams
State Highway Engineer

GSP:gm hi

Encl.
cc Mr. Cooper Mr. Paxson

XXXXXXXL-1358

XXXXXXXL-1368 WY 114-PD WAO .7 C-BPR

WASHINGTON DC 11-23-56 330P EST

F E ANDREWS

BPR PD

REURWIRE NOVEMBER 9 AND PREVIOUS CORRESPONDENCE CONCERNING COLUMBIA RIVER BRIDGE BETWEEN PORTLAND, OREGON AND VANCOUVER, WASHINGTON. SINCE CONTRACT FOR BRIDGE HAS BEEN AWARDED AND SUBSTANTIAL PORTION OF WORK AIREADY UNDERWAY IT HAS BEEN ADMINISTRATIVELY DETERMINED THAT IT WOULD BE INADVISABLE TO MAKE ADJUSTMENTS IN CONTRACT AND FINANCIAL PROVISIONS TO ALLOW PAYMENT AS INTERSTATE PROJECT UNDER TERMS OF 1956 ACT. SUCH ACTION WOULD ESTABLISH UNDESIRABLE PRECEDENT ON OTHER PROJECTS CURRENTLY UNDER CONSTRUCTION AND WOULD BE INCONSISTENT WITH SECTION 114 OF ACT WHICH INDICATES INTENT OF CONGRESS TO DETERMINE THROUGH AUTHORIZED STUDIES WHETHER REIMBURSEMENT SHOULD BE MADE FOR SUCH PROJECTS.

CURTISS COMMISSIONER OF PUBLIC ROADS

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See correspondence under date 2-27-57

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PORTLAND-VANCOUVER INTERSTATE BRIDGE

OVER COLUMBIA RIVER

In the report of the Oregon State Highway Commission for the 1953-54 biennium, mention was made of the Portland-Vancouver Interstate Bridge over the Columbia River. During that biennium the preparation of plans was under way. Plans for the new structure, which is a bridge paralleling the existing bridge, were completed and a contract in the amount of $6,681,940 awarded on March 3, 1956 to the Guy F. Atkinson Company of San Francisco, California. Work is progressing on this project. When completed the new structure will carry three lanes of traffic southbound, leaving the existing bridge to carry three lanes of traffic northbound. When the project is completed, both bridges will be operated as a toll facility until the revenue bonds issued to finance the project are retired from toll revenue. The contract for the new bridge calls for completion on August 31, 1958 with a further proviso that construction shall have progressed to a point where traffic can be routed over the new structure by June 30, 1958.

The Secretary of the Army, in the permit granted for this structure, required that the existing bridge be modified by raising the grade line of the south approach to provide 77.5 feet of vertical clearance over low water and doubling the horizontal clearance under the existing bridge. During this biennium, work has progressed on the preparation of plans for the revision of the existing bridge, and it is anticipated that a contract covering these revisions will be advertised approximately January 1, 1958. The estimated cost of the revisions to the existing bridge is $2,300,000. These revisions are primarily due to the needs of navigation. In such cases the Federal statute known as the Truman-Hobbs Act is applicable. This statute provides that

the cost of revisions shall be allocated to the Federal government and the bridge owner in the same ratio that benefits accrue to each party. It is expected that approximately one-half the cost of revisions will be borne by the Federal government.

In addition to the revisions to the existing bridge, contracts have yet to be awarded for the grading and surfacing of the highway across Hayden Island at the south end of the bridge and for the toll plaza. It is anticipated that the entire project will be completed and opened to traffic on January 1, 1960.

RECEIVED
OCT 17 1956
FOR FILING
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October 16, 1956

Mr. Chas. H. Reynolds
State Highway Commissioner
P. O. Box 898
LaGrande, Oregon

Dear Mr. Reynolds:

Pursuant to our telephone conversation I enclose a check that I have just received from the Washington Toll Bridge Authority, being check No. 2036 from Sargent Company in the amount of $2,726.05, representing one-half of the commission, less expenses, on insurance premiums for insurance on the Vancouver-Portland Interstate Bridge. You will note the check is made payable to the order of the Oregon Association of Insurance Agents.

I have acknowledged receipt of the check as per my letter to Mr. Hedges, Secretary of the Washington Toll Bridge Authority, a copy of which I enclose.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

HBG:jmc

Encls.

October 16, 1956

Washington Toll Bridge Authority
Transportation Building
Olympia, Washington

Attention: Mr. D. B. Hedges
Secretary

Gentlemen:

Thank you very much for your letter of October 15, 1956 and your check No. 2036 transmitted therewith, the same being in the amount of $2,726.05, made payable to the order of the Oregon Association of Insurance Agents.

It will be my pleasure to transmit this check to the Association which I know will be very glad to receive it. Your courtesy in arranging this distribution of the commission of the insurance premiums for the insurance purchased for the Vancouver-Portland Interstate Bridge is much appreciated by the members of the Oregon State Highway Commission.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

HBG:jmc

cc: Chas. H. Reynolds

ARTHUR B. LANGLIE, Governor
Chairman of Authority

CLIFF YELLE, State Auditor

RALPH M. DAVIS, Chairman
Public Service Commission

R. A. MOSIER, Chairman
State Highway Commission

H. D. VAN EATON, Director
Department of General Administration

STATE OF WASHINGTON

W. A. BUCAN, Director of Highways
Ex Officio Member

D. B. HEDGES
Secretary of Authority

WASHINGTON TOLL BRIDGE AUTHORITY

TRANSPORTATION BUILDING
OLYMPIA, WASHINGTON

October 15, 1956

Oregon State Highway Commission
Salem, Oregon

Attention: Mr. H. B. Glaisyer, Secretary

Re: Vancouver-Portland Interstate Toll Bridge

Gentlemen:

In furtherance of my letter directed to your office under date of August 6th, I am now pleased to transmit herewith check No. 2036 from Sargent Company, in the sum of $2,726.05. The subject check is payable to the Oregon Association of Insurance Agents and represents one-half of the commission, less expenses, which was due the Washington Association of Insurance Agents on insurance premiums for the insurance on the Vancouver-Portland Interstate Bridge. The subject check is submitted to you in order to properly clear your records and for transmittal to the Oregon Association of Insurance Agents.

Very truly yours,

WASHINGTON TOLL BRIDGE AUTHORITY

By: D. B. HEDGES
Secretary

DBH:hm
Att.

RECEIVED
OCT 16 1956
OREGON
STATE HIGHWAY COMMISSION

ACKNOWLEDGED
H. B. GLAISYER

SARGENT COMPANY
INSURANCE BROKERS
SKINNER BLDG. MU. 6024

Nº 2036

SEATTLE, WASH., October 8 19 56 ~~19-59~~ ~~1298~~

PAY TO THE ORDER OF --- Oregon Association of Insurance Agents ------ $2,726.05

Two Thousand Seven Hundred Twenty-Six and 05/100 ---------- DOLLARS

FIRST AVENUE BRANCH
Peoples National Bank of Washington
SEATTLE, WASHINGTON

SARGENT COMPANY
BY

BANK CHECK SUPPLY, SEATTLE

SARGENT COMPANY
SEATTLE, WASH.

DETACH AND RETAIN THIS STATEMENT

1/2 of commission less expenses ($5,452.10) due Washington Association of Insurance Agents on Washington Toll Bridge Authority policies on Interstate and Oregon Slough Bridges - 5/1/56 to 5/1/59.

RECEIVED
OCT 15 1956
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October 12, 1956

Hon. Fred Meek
3357 S. E. Belmont
Portland, Oregon

Dear Mr. Meek:

At the last meeting of the Interim Committee, I advised you that I would send you a copy of the joint letter from Oregon and Washington to the Bureau of Public Roads relative to the possibility of removing the necessity of imposing tolls on the Columbia River bridge at Vancouver. I am pleased to enclose a copy of the letter as submitted.

Very truly yours,

W. C. Williams
State Highway Engineer

WCW:hi
Encl.

RECEIVED
OCT 15 1956
FOR FILING

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STATE OF WASHINGTON

ARTHUR B. LANGLIE, Governor
Chairman of Authority
CLIFF YELLE, State Auditor
RALPH M. DAVIS, Chairman
Public Service Commission
R. A. MOISIO, Chairman
State Highway Commission
H. D. VAN EATON, Director
Department of General Administration

W. A. BUGGE, Director of Highways
Ex Officio Member
D. B. HEDGES
Secretary of Authority

WASHINGTON TOLL BRIDGE AUTHORITY

TRANSPORTATION BUILDING
OLYMPIA, WASHINGTON

October 10, 1956

Seattle First National Bank
Second and Cherry
Seattle, Washington

Attention: Mr. M. C. Baker
Vice President

Re: Vancouver-Portland Interstate
Toll Bridge - Investments

Gentlemen:

According to our records we have $147,000.00 91-day U. S. Treasury Bills maturing on October 18, 1956 that were purchased from the Vancouver-Portland Interstate Toll Bridge Bond Redemption Fund.

When these securities mature, please deposit the proceeds to the credit of the above fund. We will not reinvest these maturing securities as the money is needed to pay the semi-annual interest due November 1, 1956 on the $9,300,000 outstanding bonds.

Of the $1,043,000.00 91-day U. S. Treasury Bills maturing on November 8, 1956, we will advise you at a later date as to the investments to be made.

Very truly yours,

WASHINGTON TOLL BRIDGE AUTHORITY

By: D. B. HEDGES
Secretary

NOTED
G. S. PAXSON

DBH:bd
KRH
cc: Oregon State Highway Dept.
Attention: Mr. Glenn Paxson

RECEIVED
OCT 19 1956
STATE HIGHWAY COMMISSION

COPY

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October 9, 1956

Mr. Don S. Willner
Attorney at Law
400 Loyalty Building
Portland 4, Oregon

Dear Mr. Willner:

This will acknowledge your letter of October 5 concerning the Interstate Bridge between Portland and Vancouver.

The Highway Commissions of the two states of Washington and Oregon are well aware of the possibility of including the Interstate Bridge in the Federal Aid program, thus enabling us to operate it as a free bridge. There are, however, some technicalities in the way concerning which we are now conferring with the Federal authorities. I cannot at this time express any opinion as to the possibilities of overcoming these technicalities.

Very truly yours,

W. C. Williams
State Highway Engineer

By

G. S. Pennon
Assistant State Highway Engineer

GSP:gm

cc Mr. W. C. Williams
Mr. A. G. Huntley

DON S. WILLNER
ATTORNEY AT LAW
400 LOYALTY BUILDING
PORTLAND 4, OREGON

CAPITOL 6-1915

ST. JOHNS OFFICE
6525 N. JERSEY STREET
PORTLAND 3, OREGON
AVENUE 6-0985

October 5, 1956

Oregon State Highway Commission
Salem, Oregon

Gentlemen:

I have recently been looking into the possibility of preventing tolls on the Interstate Bridges. My research discloses that it still may be possible to have these bridge projects included in the Federal Highway Bill if the Oregon State Highway Commission makes the proper application to the Bureau of Public Roads.

I am writing to you to urge you to make this application so that the bridges can be kept free from tolls.

Very truly yours,

Don S. Willner

DSW:lm

RECEIVED
OCT 8 1956
OREGON
STATE HIGHWAY COMMISSION

REFERRED TO
BY SECRETARY

NOTED
G. S. PAXSON

RECEIVED
OCT 17 1956
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5-C
9-27-56

October 5, 1956

Mr. Lester L. Large
Assistant Manager
Oregon Insurance Rating Bureau
P. O. Box 70
Portland 7, Oregon

Dear Mr. Large:

Reference is made to your letter of August 15, 1956 regarding the collection of tolls on the Interstate Bridge between Portland and Vancouver when the new bridge now under construction is completed. You suggest that tolls be charged in one direction only, and you comment on the saving that would accrue if such a procedure were put into effect.

Your letter was discussed by the State Highway Commission at its meeting last week. The Commission appreciates your suggestion, which, incidentally, I might say was considered at the time that the arrangements were made for the second bridge. However, it could not adopt it for the reason, among others, that the bridge project is being carried on under agreement between the States of Oregon and Washington, and the contract under which the bonds were sold provided that tolls would be collected on both bridges. In the minds of the Highway Commission it would be impracticable, if not impossible, to revise these agreements, particularly the one that concerns the bondholders.

The Commission expresses appreciation for your suggestion and the interest that you have taken.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

HBG:blm

RECEIVED
AUG 30 1956
FOR FILING
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August 29, 1956

Oregon State Highway Commission

Gentlemen:

Under date of August 20, Mr. Glasgow sent to you copies of a letter from Lester L. Large advocating that tolls on the Interstate Bridge between Portland and Vancouver be collected on the new bridge only and that the existing bridge be operated as a free bridge.

The question as to whether tolls should be collected on the existing bridge was carefully considered earlier in the negotiations leading to this project. All the items of cost mentioned in Mr. Large's letter were discussed. It was decided, at that time, that the adverse effects of charging traffic to get into the state and letting them go out free more than balanced any additional cost that might be incurred.

The project involves more than the building of an additional bridge. Upon the completion of the new bridge, we must make major revisions to the existing structure to comply with navigational requirements. It is estimated that those costs will be approximately three million dollars and, since these costs are to be met by toll charges, it is only logical that some of those tolls come from the existing bridge.

This decision having been made, agreements between the States of Oregon and Washington and the contract under which the bonds were sold provided that tolls be collected on both bridges. It would be impracticable, if not impossible, to revise these agreements, especially the one with the bondholders, at this time.

I would strongly recommend that no consideration be given to revising our toll plan for this project.

Very truly yours,

R. C. Williams
State Highway Engineer

cc Mr. Paxson
GSP:gm hi

opened 9/27

AGENDA
SEP 27 1956

August 10, 1956

Mr. Lester L. Lorre
Assistant Manager
Oregon Insurance Rating Bureau
P. O. Box 70
Portland 7, Oregon

Dear Mr. Lorre:

This is to acknowledge receipt of your letter of August 14, 1956, in which you outline your ideas with respect to the collection of tolls on the Vancouver Interstate Bridge.

I note particularly your suggestion that tolls be charged only in one direction in order to eliminate operating expenses.

I will place this matter on the agenda for discussion by the State Highway Commission at its next regular meeting. In the meantime I am sending a copy of your letter to the members of the Commission for their advance information. I am also handing a copy of it to the State Highway Engineer, Mr. W. C. Williams.

You will be informed when action has been taken.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

EEOrgp

cc: Commissioners
Mr. W. C. Williams

OREGON INSURANCE RATING BUREAU

DIVISION OF PACIFIC FIRE RATING BUREAU

A. J. SNOW, MANAGER
LESTER L. LARGE, ASSISTANT MANAGER

329 S W 5th AVENUE
P. O. BOX 70
PORTLAND 7, OREGON

August 15, 1956

Mr. H. B. Glaisyer, Commission Secretary
State Highway Building
Salem, Oregon

Dear Mr. Glaisyer: Interstate Bridge Tolls

Charlie Reynolds, Oregon State Highway Commission Member, was in the office this morning and suggested that I write you regarding an idea which I have had in mind for sometime relating to the collection of tolls on the Vancouver Interstate Bridge. Briefly, this is the proposal: Charge tolls only in one direction, the other bridge to be free.

This would eliminate approximately five toll takers that would be necessary to man each station the year around and which would be necessary to take care of three shifts plus sickness and vacation help, on a five day week basis. This would amount to more than $18,000. per year if each man averaged $300. per month. This figure must be multiplied by the average number of stations required to arrive at the total.

To this should be added: (1) The cost of constructing and maintaining the stations and the widened area for their location, (2) the cost of equipment, including registers, lights, signs, PA systems and their upkeep, (3) fringe benefits and costs for employees, (4) the cost and delay to every motorist who must stop, sit and start while paying his toll. The cost of salaries for drivers and the loss of operating time of equipment would amount to a somewhat staggering sum.

The free flow of traffic in one direction would be most welcome and could get around the objection which many have to restoring tolls on the old bridge that has long been paid for.

Of course, a few motorists could occasionally beat the toll, but the total saving to the States and the motorists would heavily outweigh this loss. If necessary, and profitable, perhaps a single station could pick up large operators who might only operate in the "free" direction.

ACKNOWLEDGED
H. B. GLAISYER

It would be necessary to approximately double the toll on one bridge but there should be no serious objection to this cost.

Basically, the idea of tolls is repulsive and the whole approach borders on that of an opportunist in charging for crossing a bridge because it is "very expensive". One might pick out sections of any other roadway and charge a toll using as an excuse the excessive cost of the particular section. Of course, bridges are just a form of highway.

If we must have tolls then can we not make them as unobtrusive and untroublesome as possible and see to it that the funds collected go to paying off the debt as rapidly as possible rather than go into unnecessary costs and into salaries and fringe benefits of unnecessary employees.

Mr. Reynolds indicated he would personally discuss the matter with other commission members at an early meeting. However, since you may wish to contact some other interested agency I have enclosed a copy.

Your kind consideration will be much appreciated.

Yours very truly,

Lyden L. Large

ASSISTANT MANAGER

LLL:P

RECEIVED
AUG 16 1956
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
OCT 3 1956
FOR FILING

2921
4653

October 3, 1956

Mr. W. A. Bugge, Director
Department of Highways
Transportation Building
Olympia, Washington

Dear Mr. Bugge:

Enclosed are ten copies of a letter to Mr. F. E. Andrews of the Bureau of Public Roads, concerning the possibility of including the Portland-Vancouver Interstate Bridge in the Federal Aid Program. The original draft of this letter has been modified as you suggested in your letter of September 25.

In sending this letter to Mr. Andrews, we will include a set of the plans, a set of the specifications, a copy of the bid tabulations, and a copy of the amended agreement between the two states covering the project. Since these are quite bulky, it would seem more practicable to send the letter and the attachments from this office.

It is suggested that you sign and return to this office five copies of the letter so that we may send two to Mr. Andrews, one to each of the District Engineers of the Bureau of Public Roads in Oregon and Washington, and can retain one copy for our file.

Very truly yours,

W. C. Williams
State Highway Engineer

Encls.

cc Mr. G. S. Paxson

COMMISSIONERS

E. C. HUNTLEY, CHAIRMAN
COLFAX

R. E. HENSEL
BREMERTON

H. E. MORGAN
LONGVIEW

O. E. STONE
SPOKANE

R. A. MOISIO
TACOMA

LORENZ GOETZ, SECRETARY
OLYMPIA

STATE OF WASHINGTON
ARTHUR B. LANGLIE, GOVERNOR

WASHINGTON
STATE HIGHWAY COMMISSION
DEPARTMENT OF HIGHWAYS
W. A. BUGGE, DIRECTOR
TRANSPORTATION BUILDING
OLYMPIA

DISTRICT OFFICES

NO. 1 SEATTLE 4
460 SPOKANE ST.

NO. 2 WENATCHEE
P. O. BOX 98

NO. 3 OLYMPIA
P. O. BOX 527

NO. 4 VANCOUVER
4200 MAIN STREET

NO. 5 YAKIMA
P. O. BOX 52

NO. 6 SPOKANE 21
N. 2620 MAYFAIR ST.

September 25, 1956

Mr. W. C. Williams
State Highway Engineer
Salem, Oregon

Dear Mr. Williams:

I have reviewed the proposed letter to Mr. F. E. Andrews, Division Engineer of the Bureau of Public Roads, regarding the Columbia River Interstate Bridge, US 99, Oregon and Washington. The outline of this letter is very comprehensive and I feel presents the problem quite conclusively as far as the two states are concerned with respect to the possibility of participating in Federal funds as provided by the Federal Aid Highway Act of 1956.

I would like to make the following suggestions. On page 2 you state, "The scarcity of highway funds at that time did not allow the financing of such a relatively major project with the usual highway revenue. While a toll facility was highly undesirable, this method of financing was agreed upon as the only feasible way in which the project could be built." I would suggest that the following be added to this paragraph: "The state legislatures of Oregon and Washington recognized the urgent need for the construction of an additional bridge between Vancouver and Portland, and the State of Oregon passed an enabling act in 1953 and the State of Washington passed an enabling act in 1953 and 1955 authorizing the Oregon State Highway Commission and the Washington Toll Bridge Authority to construct a parallel bridge as a toll facility and likewise authorized the imposition of tolls on both the existing and the new structure upon completion of the facility.

This action of the respective state legislatures is indicative of the procedure that was followed by the respective states in furthering this project as a toll facility."

In line with our telephone conversation a few days ago, I agree with you that the last sentence of the second paragraph on page 6 should be deleted.

This letter has been presented to the Washington State Highway Commission and the Washington Toll Bridge Authority and they both concur in the procedure as you have outlined.

It is suggested, however, that an additional line be added to page 7 by the Washington State Toll Bridge Authority.

If there is any further action you may require by this office in working out this problem with the Bureau, please feel free to call upon us.

Very truly yours,

W. A. BUGGE
Director of Highways

WAB/rr

RECEIVED
SEP 26 1956
OREGON
STATE HIGHWAY COMMISSION

FORM S-123 5M6 REVISED 2-56

COMMISSIONERS

BEN R. CHANDLER, CHAIRMAN
COOS BAY

CHAS. H. REYNOLDS, MEMBER
LA GRANDE

M. K. McIVER, MEMBER
PORTLAND

H. B. GLAISYER
SECRETARY

OREGON
STATE HIGHWAY DEPARTMENT
SALEM

R. H. BALDOCK
STATE HIGHWAY ENGINEER

W. C. WILLIAMS
1ST ASST. STATE HWY. ENGR.

W. W. STIFFLER
2ND ASST. STATE HWY. ENGR.

C. W. ENFIELD
CHIEF COUNSEL

September 10, 1956

Mr. F. E. Andrews
Division Engineer
Bureau of Public Roads
P. O. Box 3900
Portland 8, Oregon

First Draft

Re: Columbia River Interstate Bridge
US99, Oregon and Washington

Dear Sir:

In its provisions for a National System of Interstate Highways, the Federal Aid Highway Act of 1956 makes possible, in that program, the financing of the Columbia River Interstate Bridge on US99 between Portland, Oregon, and Vancouver, Washington. The States of Oregon and Washington request your consideration of the inclusion of this project and your advice in the matter. The history of the project, its current status, and the tentative proposal of the two states are as follows:

The Columbia River Bridge between Portland, Oregon, and Vancouver, Washington is the principal interstate connection between Western Oregon and Western Washington. It is on the established route of US99 and will be an integral part of the National System of Interstate and Defense Highways.

The existing Columbia River Bridge, which was completed in 1917, consists of a series of steel through-trusses having a total length of 3,532 feet. It has a roadway width of 38 feet between curbs and is operated as a four-lane structure, two lanes in each direction. The annual average daily traffic now exceeds 32,500 vehicles.

As early as 1940 when the annual average daily traffic was under 20,000 vehicles, it was realized that the existing bridge would be overcrowded within a few years due to natural traffic growth. A number of conferences between highway officials of the two states were held, and in 1950 and 1951 a study of possible additional facilities was made. This study showed conclusively that a second bridge, parallel to the existing bridge, carrying southbound traffic while the existing bridge carried northbound traffic and using each bridge for three lanes, was the most serviceable and economical solution.

The scarcity of highway funds at that time did not allow the financing of such a relatively major project with the usual highway revenue. While a toll facility was highly undesirable, this method of financing was agreed upon as the only feasible way in which the project could be built.

As a result of conferences between appropriate officials, an agreement was entered into under date of August 9, 1954, between the States of Oregon and Washington, by and through their respective State Highway Commissions, and the Washington Toll Bridge Authority. That agreement was subsequently amended under date of April 17, 1955. The amended agreement, a copy of which is attached, provided for the construction of a new bridge across the Columbia River between Portland, Oregon, and Vancouver, Washington; the alteration or reconstruction of the existing bridge between Portland and Vancouver; the maintenance and operation of both bridges as a single toll facility; the issuance and sale of revenue bonds for the purpose of providing funds for the project; and the imposition and collection of toll charges for the use of both bridges for the

purpose of providing revenue for the payment of bonds and interest and the cost of necessary maintenance and operation of the bridges. The amended agreement expressly provides for the termination of toll charges and operation of the bridges as free facilities as soon as all bonds have been retired.

In order to accomplish the objectives set forth in the agreement, the parties thereto assumed the following summarized obligations:

The State of Oregon agreed to make preliminary tests and examinations, to prepare necessary plans and specifications and to make estimates of the costs of the project, to acquire all necessary rights of way within the boundaries of Oregon; to call for bids and award contracts in the name of both states for the completion of the project, to supervise the construction work, and to perform certain other miscellaneous obligations.

The State of Washington agreed to acquire all necessary rights of way within its boundaries to cooperate with and assist the State of Oregon in the project, and to perform certain other miscellaneous obligations.

The Washington Toll Bridge Authority agreed to make necessary preliminary studies and reports; to issue and sell revenue bonds in the name of and as the sole obligation of the Washington Toll Bridge Authority in amounts sufficient to pay all costs of the project including financing costs; to operate the bridges as a single toll facility after completion; and to collect and disburse revenues derived from the bridge for the retirement of bonds, payment of interest, and other necessary expenditures.

The Columbia River is a navigable stream and the construction required a permit from the U. S. Engineers. After public hearings, a permit was granted but with the requirement that an auxiliary opening be provided for smaller shipping south of the drawspan, which opening would be double the span-length of the spans of the existing bridge and have a vertical clearance of 77.5 feet above low water. It was also required that the existing bridge be revised to provide these same clearances. The revisions of the existing bridge are also to be financed by revenue bonds secured by tolls on the two bridges.

Pursuant to these agreements, plans and specifications were prepared, the project was advertised for competitive bidding, and a contract was awarded to Guy F. Atkinson Company, 10 West Orange Avenue, South San Francisco, California, on March 3, 1956 in the amount of $6,681,940.00. Work is proceeding on the project. The estimated value of work done to September 1, 1956 is $153,427.46.

This contract covers the main river bridge, the reconstruction of the bridge over Oregon Slough, and the revision of traffic interchanges at the south end of the Oregon Slough Bridge. The revisions to the north approach in Vancouver, the highway reconstruction between the main river bridge and Oregon Slough, the toll-collecting facilities, and the revisions to the existing bridge are to be covered under contracts yet to be awarded.

Plans and specifications were prepared in accordance with the 1953 edition of the AASHO Specifications for Highway Bridges. Copies of the plans, specifications and tabulation of bids received for the project are attached.

Work on the plans and specifications for the revisions to the existing bridge is under way. A contract for these revisions was scheduled for advertising about January 1, 1958. The U. S. Engineers have advised us that the Truman-Hobbs Act is applicable to the revision of the existing bridge and that they will contribute to the project under the terms of that act. It is estimated that this contribution will be 50 per cent of the estimated cost of $2,300,000 for revising the existing bridge.

It is estimated that the total cost of the entire project, including financing costs, will be $14,500,000. Accordingly, the Washington Toll Bridge Authority has authorized issuance and sale of revenue bonds in the total principal sum of $14,500,000, payable solely out of revenues to be derived from tolls imposed for the use of the two bridges. Bonds in the principal sum of $9,300,000 (referred to as "1956 Bonds") have already been issued and sold for the purpose of providing funds for paying the cost of constructing the new bridge across the Columbia River, including approaches thereto, of acquiring the necessary rights of way therefor, of paying interest on the bonds during the period of constructing both bridges and for six months thereafter, and of other incidental expenses. The Washington Toll Bridge Authority has covenanted and agreed that it will call for payment and retirement of specified amounts of the bonds upon designated dates beginning May 1, 1961, and ending May 1, 1971, when all the "1956 Bonds" will have matured. The Toll Bridge Authority has also reserved the right to redeem any or all of the "1956 Bonds" at designated prices and times beginning May 1, 1961. Under present plans, additional bonds in the principal sum of not to exceed

$5,200,000 will be issued and sold at a later date to provide funds for the remaining costs of the project, including the cost of alteration or reconstruction of the existing interstate bridge. These subsequent bonds, if issued and sold, will be on the same terms and conditions as the "1956 Bonds".

Since the award of the contract for the new bridge, the Federal Aid Highway Act of 1956 has become effective. The States of Oregon and Washington, recognizing the many disadvantages of a toll facility in the otherwise toll-free US99 Interstate Highway, desire to determine whether it is practical to place this project in the Interstate Highway program of the two states. The construction contract has been awarded and work is under way. A considerable portion of the construction plant has been installed. Orders for material have been placed and considerable template work for the structural steel spans has been done. It would be both impractical and costly to cancel the present contract and start anew. The States tentatively propose that the Bureau of Public Roads review the plans, specifications and contract for the project and, if these are found in substantial compliance with the rules and regulations governing Federal Aid projects on the Interstate Highway System, that technical objections relative to approval prior to contracting be waived and approval given as an Interstate Highway project. The construction work already done or done prior to such approval can, if necessary, be excluded from Federal participation although the States would prefer approval of the entire project.

The States of Oregon and Washington request your early consideration of this proposal and your advice in the matter. If you find that

September 10, 1956

the proposal is practicable, formal application will be made by the States.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

By _____

WASHINGTON STATE HIGHWAY COMMISSION

By _____

Attachments

FORM S-123 25M REVISED 8-56

COMMISSIONERS
BEN R. CHANDLER, CHAIRMAN
COOS BAY
CHAS. H. REYNOLDS, MEMBER
LA GRANDE
M. K. Mc IVER, MEMBER
PORTLAND
H. B. GLAISYER
SECRETARY

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

W. C. WILLIAMS
STATE HIGHWAY ENGINEER
FORREST COOPER
DEPUTY STATE HWY. ENGR.
C. W. ENFIELD
CHIEF COUNSEL

October 2, 1956

Mr. F. E. Andrews
Division Engineer
Bureau of Public Roads
P. O. Box 3900
Portland 8, Oregon

Re: Columbia River Interstate Bridge
US99, Oregon and Washington

Dear Sir:

In its provisions for a National System of Interstate Highways, the Federal Aid Highway Act of 1956 makes possible, in that program, the financing of the Columbia River Interstate Bridge on US99 between Portland, Oregon, and Vancouver, Washington. The States of Oregon and Washington request your consideration of the inclusion of this project and your advice in the matter. The history of the project, its current status, and the tentative proposal of the two states are as follows:

The Columbia River Bridge between Portland, Oregon, and Vancouver, Washington is the principal interstate connection between Western Oregon and Western Washington. It is on the established route of US99 and will be an integral part of the National System of Interstate and Defense Highways.

The existing Columbia River Bridge, which was completed in 1917, consists of a series of steel through-trusses having a total length of 3,532 feet. It has a roadway width of 38 feet between curbs and is operated as a four-lane structure, two lanes in each direction. The annual average daily traffic now exceeds 32,500 vehicles.

As early as 1940 when the annual average daily traffic was under 20,000 vehicles, it was realized that the existing bridge would be overcrowded within a few years due to natural traffic growth. A number of conferences between highway officials of the two states were held, and in 1950 and 1951 a study of possible additional facilities was made. This study showed conclusively that a second bridge, parallel to the existing bridge, carrying southbound traffic while the existing bridge carried northbound traffic and using each bridge for three lanes, was the most serviceable and economical solution.

The scarcity of highway funds at that time did not allow the financing of such a relatively major project with the usual highway revenue.

NOTED
H. B. GLAISYER

While a toll facility was highly undesirable, this method of financing was agreed upon as the only feasible way in which the project could be built. The state legislatures of Oregon and Washington recognized the urgent need for the construction of an additional bridge between Vancouver and Portland, and the State of Oregon passed an enabling act in 1953 and the State of Washington passed an enabling act in 1953 and 1955 authorizing the Oregon State Highway Commission and the Washington Toll Bridge Authority to construct a parallel bridge as a toll facility and likewise authorized the imposition of tolls on both the existing and the new structure upon completion of the facility. This action of the respective state legislatures is indicative of the procedure that was followed by the respective states in furthering this project as a toll facility.

As a result of conferences between appropriate officials, an agreement was entered into under date of August 9, 1954, between the States of Oregon and Washington, by and through their respective State Highway Commissions, and the Washington Toll Bridge Authority. That agreement was subsequently amended under date of April 17, 1955. The amended agreement, a copy of which is attached, provided for the construction of a new bridge across the Columbia River between Portland, Oregon, and Vancouver, Washington; the alteration or reconstruction of the existing bridge between Portland and Vancouver; the maintenance and operation of both bridges as a single toll facility; the issuance and sale of revenue bonds for the purpose of providing funds for the project; and the imposition and collection of toll charges for the use of both bridges for the purpose of providing revenue for the payment of bonds and interest and the cost of necessary maintenance and operation of the bridges. The amended agreement expressly provides for the termination of toll charges and operation of the bridges as free facilities as soon as all bonds have been retired.

In order to accomplish the objectives set forth in the agreement, the parties thereto assumed the following summarized obligations:

The State of Oregon agreed to make preliminary tests and examinations, to prepare necessary plans and specifications, and to make estimates of the costs of the project; to acquire all necessary rights of way within the boundaries of Oregon; to call for bids and award contracts in the name of both states for the completion of the project, to supervise the construction work, and to perform certain other miscellaneous obligations.

The State of Washington agreed to acquire all necessary rights of way within its boundaries to cooperate with and assist the State of Oregon in the project, and to perform certain other miscellaneous obligations.

The Washington Toll Bridge Authority agreed to make necessary preliminary studies and reports; to issue and sell revenue bonds in the name of and as the sole obligation of the Washington Toll Bridge Authority in amounts sufficient to pay all costs of the project including

financing costs; to operate the bridges as a single toll facility after completion; and to collect and disburse revenues derived from the bridge for the retirement of bonds, payment of interest, and other necessary expenditures.

The Columbia River is a navigable stream and the construction required a permit from the U. S. Engineers. After public hearings, a permit was granted but with the requirement that an auxiliary opening be provided south of the drawspan for smaller shipping, which opening would be double the span-length of the spans of the existing bridge and have a vertical clearance of 77.5 feet above low water. It was also required that the existing bridge be revised to provide these same clearances. The revisions of the existing bridge are also to be financed by revenue bonds secured by tolls on the two bridges.

Pursuant to these agreements, plans and specifications were prepared, the project was advertised for competitive bidding, and a contract was awarded to Guy F. Atkinson Company, 10 West Orange Avenue, South San Francisco, California, on March 3, 1956 in the amount of $6,681,940.00. Work is proceeding on the project. The estimated value of work done to September 1, 1956 is $153,427.46.

This contract covers the main river bridge, the reconstruction of the bridge over Oregon Slough, and the revision of traffic interchanges at the south end of the Oregon Slough Bridge. The revisions to the north approach in Vancouver, the highway reconstruction between the main river bridge and Oregon Slough, the toll-collecting facilities, and the revisions to the existing bridge are to be covered under contracts yet to be awarded.

Plans and specifications were prepared in accordance with the 1953 edition of the AASHO Specifications for Highway Bridges. Copies of the plans, specifications and tabulation of bids received for the project are attached.

Work on the plans and specifications for the revisions to the existing bridge is under way. A contract for these revisions was scheduled for advertising about January 1, 1958. The U. S. Engineers have advised us that the Truman-Hobbs Act is applicable to the revision of the existing bridge and that they will contribute to the project under the terms of that act. It is estimated that this contribution will be 50 per cent of the estimated cost of $2,300,000 for revising the existing bridge.

It is estimated that the total cost of the entire project, including financing costs, will be $14,500,000. Accordingly, the Washington Toll Bridge Authority has authorized issuance and sale of revenue bonds in the total principal sum of $14,500,000, payable solely out of revenues to be derived from tolls imposed for the use of the two bridges. Bonds in the principal sum of $9,300,000 (referred to as "1956 Bonds") have already been issued and sold for the purpose of providing funds for paying the cost of constructing the new bridge across the Columbia River, including

financing costs; to operate the bridges as a single toll facility after completion; and to collect and disburse revenues derived from the bridge for the retirement of bonds, payment of interest, and other necessary expenditures.

The Columbia River is a navigable stream and the construction required a permit from the U. S. Engineers. After public hearings, a permit was granted but with the requirement that an auxiliary opening be provided south of the drawspan for smaller shipping, which opening would be double the span-length of the spans of the existing bridge and have a vertical clearance of 77.5 feet above low water. It was also required that the existing bridge be revised to provide these same clearances. The revisions of the existing bridge are also to be financed by revenue bonds secured by tolls on the two bridges.

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approaches thereto, of acquiring the necessary rights of way therefor, of paying interest on the bonds during the period of constructing both bridges and for six months thereafter, and of other incidental expenses. The Washington Toll Bridge Authority has convenanted and agreed that it will call for payment and retirement of specified amounts of the bonds upon designated dates beginning May 1, 1956, and ending May 1, 1971, when all the "1956 Bonds" will have matured. The Toll Bridge Authority has also reserved the right to redeem any or all of the "1956 Bonds" at designated prices and times of beginning May 1, 1961. Under present plans, additional bonds in the principal sum of not to exceed $5,200,000 will be issued and sold at a later date to provide funds for the remaining costs of the project, including the cost of alteration or reconstruction of the existing interstate bridge. These subsequent bonds, if issued and sold, will be on the same terms and conditions as the "1956 Bonds".

Since the award of the contract for the new bridge, the Federal Aid Highway Act of 1956 has become effective. The States of Oregon and Washington, recognizing the many disadvantages of a toll facility in the otherwise toll-free US99 Interstate Highway, desire to determine whether it is practical to place this project in the Interstate Highway program of the two states. The construction contract has been awarded and work is under way. A considerable portion of the construction plant has been installed. Orders for material have been placed and considerable template work for the structural steel spans has been done. It would be both impractical and costly to cancel the present contract and start anew. The States tentatively propose that the Bureau of Public Roads review the plans, specifications and contract for the project and, if these are found in substantial compliance with the rules and regulations governing Federal Aid projects on the Interstate Highway System, that technical objections relative to approval prior to contracting be waived and approval given as an Interstate Highway project.

The States of Oregon and Washington request your early consideration of this proposal and your advice in the matter. If you find that the proposal is practicable, formal application will be made by the States.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

By _____

WASHINGTON STATE HIGHWAY COMMISSION

By _____

WASHINGTON TOLL BRIDGE AUTHORITY

By _____

Attachments were:
amended agreement
Tabulation of bids
contract and bond
for highway constr.
plans

Attachments

FORM S-129 500M REVISED 2-52

RECEIVED
OCT 11 1956
FOR FILING

7971

1653

COMMISSIONERS
BEN R. CHANDLER, CHAIRMAN
COOS BAY
CHAS. H. REYNOLDS, MEMBER
LA GRANDE
M. K. McIVER, MEMBER
PORTLAND
H. B. GLAISYER
SECRETARY

OREGON
STATE HIGHWAY DEPARTMENT
SALEM

R. H. BALDOCK
STATE HIGHWAY ENGINEER
W. C. WILLIAMS
1ST ASST. STATE HWY. ENGR.
W. W. STIFFLER
2ND ASST. STATE HWY. ENGR.
C. W. ENFIELD
CHIEF COUNSEL

Sept. 20, 1956

Mr. Ben R. Chandler, Chairman
State Highway Commission
P.O. Box 370
Coos Bay, Oregon

Mr. Chas. H. Reynolds
State Highway Commissioner
P.O. Box 698
La Grande, Oregon

Mr. M. K. McIver
State Highway Commissioner
1000 S.W. Broadway
Portland 5, Oregon

Gentlemen:

re: Public park or highway bridges across Columbia River.

In connection with our consideration of the possibility of constructing a bridge across the Columbia River at Astoria, Mr. Charles H. Reynolds requested that we investigate possible methods whereby the project might be financed in conjunction with the proposed new bridge and existing bridge across the Columbia River between Portland and Vancouver.

I had hoped to be able to hand you a written report on the matter last week; however, Mr. William H. Fuller, the attorney of this office who has been working on the problem, became ill and was out of the office for several days, and the study was not completed until today. I am enclosing herewith, a copy of his memorandum for your information.

Yours very truly,

NOTED
ROY E. KLEIN

C. W. ENFIELD
Chief Counsel

CWE:FWC

cc- Mr. R. C. Williams
Mr. Forrest Cooper
Mr. C. H. Nelson

RECEIVED
SEP 21 1956
OFFICE OF
STATE HIGHWAY ENGINEER

4. Construction of the proposed Astoria-Megler Bridge.
5. Operation of the three bridges as a single toll facility until January 1, 1978, when all bond obligations will be liquidated, as indicated by Appendix A.

Plan 2

The three bridges can be operated as a single toll facility until January 1, 1972, when the two Portland-Vancouver Bridges will be free from tolls and from that date the operation of the Astoria-Megler Bridge as a toll facility until January 1, 1996, when all bond obligations will be liquidated, as indicated in Appendix B.

Plan 3

This plan is the same as Plan 1, except the addition of $400,000 of annual taxes, one-half of which is to be raised in each of the states by municipalities, counties or prospective toll bridge districts which will be benefited by the Astoria-Megler Bridge. This plan will result in the liquidation of all bond obligations by January 1, 1976, as indicated in Appendix C.

According to the Oregon Blue Book, 1955, page 302, the value of the taxable property in the following counties as of January 1, 1954, was:

		per cent of true value	full value
Clatsop County	$20,500,000	32	$ 63,900,000
Tillamook County	17,600,000	34	51,700,000
Lincoln County	18,200,000	35	51,800,000
	$56,300,000		$167,400,000

An annual tax of 1% on the taxable property in Clatsop County on the assessed valuation of $20,500,000 or of approximately 1/3 of 1% on the full valuation would produce $200,000 annually.

In addition, the City of Astoria could contribute each year the amount it receives from the State Highway Fund. The same idea could be applied to other Oregon cities, towns, and counties within a certain distance of the proposed Astoria-Megler Bridge.

According to that Blue Book, the following State Highway Fund apportionments were made to those three counties in 1953:

Clatsop County	$175,329.91
Lincoln County	133,931.67
Tillamook County	127,101.49
	$436,363.07

On the same principle, other State funds annually paid to the political subdivisions to be benefited by the proposed bridge could be used.

Plan 4

The three bridges can be operated as a single toll facility until January 1, 1968, which with the annual addition of $400,000 in taxes, will permit, on that date, the release of the two Portland-Vancouver Bridges from tolls, and will result in the liquidation of all bond obligations by January 1, 2000, as indicated in Appendix D.

Plan 5

This plan is the same as Plan 3, except the organization under appropriate new legislation in Oregon and the organization under existing legislation in Washington of toll bridge districts to include all or parts of Washington and Tillamook and possibly Lincoln Counties, in Oregon and appropriate parts of benefited counties in Washington, for the purpose of raising substantially more than $200,000 in annual taxes in each state to be used, either during the time any of the proposed bonds are outstanding, or during some portion of that time as for example, until the toll charges from the Astoria-Megler Bridge, alone, are, after paying the costs of maintenance and repairs, equal to twice the annual interest charges on the bonds then outstanding.

Legislative Changes Required Under Various Plans

Oregon:

Under ORS 381.005 et seq., the State Highway Commission is given authority to construct, operate, and maintain bridges over the Columbia River to the State of Washington, and to use any funds available to the Commission to pay the cost for such construction, operation, or maintenance, and also to issue bonds payable out of revenues to be derived from the bridge in order to raise funds for the construction of any such bridge. ORS 381.086 et seq., pertains specifically to the proposed and existing interstate bridges between Portland and Vancouver. Revenues derived from the operation from such bridges as toll bridges are expressly limited, and in order for any of the toll revenues to be used in connection with the Astoria-Megler Bridge authorizing legislation must be obtained. It would also be necessary to repeal ORS 381.094 which specifically requires that the existing Interstate Bridge be operated as a free bridge whenever all bonds and interest thereon issued for the purpose of obtaining funds would be used for the construction of the proposed new bridge have been paid.

With respect to Plan 3 which contemplates the use of $400,000 contributed by municipalities, counties, or other organizations and raised by annual taxation, it might be necessary to have authorizing legislation enacted. The taxing authority of public bodies is limited and restricted by statute, and whether taxes could be imposed under existing law to raise revenues for the proposed plan has not been definitely ascertained.

With respect to the proposal that affected cities and counties could contribute the amounts received each year from the State Highway Fund, if this proposal is followed, it will probably be necessary to amend the statutes apportioning moneys out of the State Highway Fund to cities and counties since the purposes for which the moneys may be expended by cities and counties are limited by existing statutes.

Washington:

A review of applicable Washington statutes indicates that considerably more legislative action would be required than in the case of Oregon. Among other statutes that might need to be appealed or amended in the State of Washington in order to permit accomplishment of the plans outlined above are as follows:

47.56.070 RCW, which provides that no toll facility shall be combined with any other toll facility for financing purposes, would need to be repealed.

46.56.160 RCW, which provides that all revenue from a toll bridge shall be a trust fund, would need to be amended so as to provide that the revenues from all three bridges shall be a trust fund to be used for maintenance, repairs, and bond obligations.

47.54.240 RCW, relating to the fixing of tolls, which constitute a trust fund, would need to be amended so as to apply to the three bridges as a single toll facility.

46.56.320 RCW, which authorizes the toll bridge authority to enter into an agreement with the Oregon State Highway Commission that the new Portland-Vancouver Bridge and the existing Portland-Vancouver Bridge shall be operated as a single toll facility and to operate that facility, would need to be amended so as to include the Astoria-Megler Bridge as a part of the toll bridge facility.

46.56.320 RCW, which gives the authority broad powers to enter into agreements with the Oregon State Highway Commission, relating to the construction of the new Portland-Vancouver Bridge and the reconstruction of the existing Portland-Vancouver Bridge, would need to be amended so as to include the Astoria-Megler Bridge.

47.56.340 RCW, which provides that the Portland-Vancouver Bridges shall be operated as toll free bridges after the indebtedness incurred therefor has been liquidated, would need to be amended so as to include the Astoria-Megler Bridge.

47.56.343 RCW, which provides that the revenue bonds shall constitute obligations only of the authority payable solely from the tolls of the facility, would need to be broadened so as to include the Astoria-Megler Bridge as a part of the facility operating the two Portland-Vancouver Bridges.

WHW:br

WILLIAM H. WINSLOW
Assistant Attorney

APPENDIX A

Two Portland-Vancouver Bridges and
Astoria-Megler Bridge Operated as a Single Facility $44,000,000

		Income Available for Debt Service	Total	Interest	Bonds Retired	Bonds Outstanding
1960	P-V A-M	$2,176,320 617,700	$2,794,020	$1,760,000	$1,034,020	$42,966,000
1961	P-V A-M	2,257,516 648,500	2,906,016	1,718,640	1,187,376	41,779,000
1962	P-V A-M	2,335,000 665,500	3,000,500	1,671,160	1,329,340	40,450,000
1963	P-V A-M	2,409,188 698,800	3,107,988	1,618,000	1,489,988	38,961,000
1964	P-V A-M	2,478,598 673,400	3,151,998	1,558,440	1,593,558	37,368,000
1965	P-V A-M	2,543,038 709,500	3,252,538	1,494,720	1,757,818	35,611,000
1966	P-V A-M	2,603,019 746,900	3,349,919	1,424,440	1,925,479	33,686,000
1967	P-V A-M	2,657,079 785,800	3,442,879	1,347,440	2,095,439	31,591,000
1968	P-V A-M	2,704,790 826,000	3,530,790	1,263,640	2,267,150	29,324,000
1969	P-V A-M	2,745,762 868,500	3,614,262	1,172,960	2,441,302	26,883,000
1970	P-V A-M	2,779,647 905,800	3,685,447	1,075,320	2,610,127	24,273,000

APPENDIX A
(Continued)

		Income Available for Debt Service	Total	Interest	Bonds Retired	Bonds Outstanding
1971	P-V	$2,800,000	$3,748,000	$ 970,920	$2,777,080	$21,496,000
	A-M	948,000				
1972	P-V	2,800,000	3,790,200	859,840	2,930,360	18,565,000
	A-M	990,200				
1973	P-V	2,800,000	3,832,400	742,640	3,089,760	15,477,000
	A-M	1,032,400				
1974	P-V	2,800,000	3,874,000	619,080	3,254,920	12,223,000
	A-M	1,074,700				
1975	P-V	2,800,000	3,916,900	488,920	3,427,980	8,796,000
	A-M	1,116,900				
1976	P-V	2,800,000	3,959,100	351,840	3,607,260	5,189,000
	A-M	1,159,100				
1977	P-V	2,800,000	4,001,300	207,560	3,793,740	1,396,000
	A-M	1,201,300				
1978	P-V	2,800,000	4,043,500	55,840	Balance	
	A-M	1,243,500				

APPENDIX B

Two Portland-Vancouver Bridges and Astoria-Megler Bridge
Beginning 1972 with Revenue from Astoria-Megler Bridge Only

	Income Available For Debt Service	Interest	Bonds Retired	Bonds Outstanding
1972	$ 990,200	$859,800	$ 130,400	$21,365,000
1973	1,032,400	854,600	177,800	21,188,000
1974	1,074,700	847,520	227,180	20,961,000
1975	1,116,900	838,440	278,460	20,683,000
1976	1,159,100	827,320	331,780	20,352,000
1977	1,201,300	814,080	387,220	19,965,000
1978	1,243,500	798,600	444,900	19,521,000
1979	1,285,800	780,840	504,960	19,017,000
1980	1,323,000	760,680	562,320	18,455,000
1981	1,365,200	738,200	627,000	17,828,000
1982	1,407,400	713,120	694,280	17,134,000
1983	1,449,600	685,360	764,240	16,370,000
1984	1,491,900	654,800	837,100	15,533,000
1985	1,534,100	621,320	912,780	14,621,000
1986	1,576,300	584,840	991,460	13,630,000
1987	1,618,500	545,200	1,073,300	12,557,000
1988	1,660,800	502,280	1,158,520	11,399,000
1989	1,703,000	455,960	1,247,040	10,152,000
1990	1,740,200	406,080	1,334,120	8,818,000
1991	1,782,400	352,720	1,429,680	7,389,000
1992	1,824,600	295,560	1,529,040	5,860,000
1993	1,866,900	234,400	1,632,500	4,228,000
1994	1,909,100	169,120	1,739,980	2,489,000
1995	1,951,300	99,560	1,851,740	638,000
1996	1,993,500	25,520	Balance	

APPENDIX C

Two Portland-Vancouver Bridges and Astoria-Megler Bridge
With Addition of Special Taxes of $400,000 per annum

	Income Available For Debt Service	Special Tax For Bridge	Total	Interest	Bonds Retired	Bonds Outstanding
1960	$2,794,020	$400,000	$3,194,020	$1,760,000	$1,434,020	$42,566,000
1961	2,906,016	400,000	3,306,016	1,702,640	1,603,376	40,963,000
1962	3,000,500	400,000	3,400,500	1,638,520	1,761,980	39,202,000
1963	3,107,988	400,000	3,507,988	1,568,080	1,939,908	37,263,000
1964	3,151,998	400,000	3,551,998	1,490,520	2,061,478	35,202,000
1965	3,252,538	400,000	3,652,538	1,408,080	2,244,458	32,958,000
1966	3,349,919	400,000	3,749,919	1,318,320	2,431,599	30,527,000
1967	3,442,879	400,000	3,842,879	1,221,080	2,621,799	27,906,000
1968	3,530,790	400,000	3,930,790	1,116,240	2,814,550	25,092,000
1969	3,614,262	400,000	4,014,262	1,003,680	3,010,582	22,082,000
1970	3,685,447	400,000	4,085,447	883,280	3,202,167	18,880,000
1971	3,748,000	400,000	4,148,000	755,200	3,392,800	15,488,000
1972	3,790,200	400,000	4,190,200	619,520	3,570,680	11,918,000
1973	3,832,400	400,000	4,232,400	476,720	3,755,680	8,163,000
1974	3,874,000	400,000	4,274,000	326,520	3,947,480	4,216,000
1975	3,916,900	400,000	4,316,900	168,640	4,148,260	68,000
1976	3,959,100	400,000	4,359,100	2,720	Balance	

APPENDIX D

Two Portland-Vancouver Bridges and Astoria-Megler Bridge
Operated as a Single Facility until January 1, 1968

	Income Available From Three Bridges For Debt Service	Special Tax For Bridge	Total	Interest	Bonds Retired	Bonds Outstanding
1960	$2,794,020	$400,000	$3,194,020	$1,760,000	$1,434,020	$42,566,000
1961	2,906,016	400,000	3,306,016	1,702,640	1,603,376	40,963,000
1962	3,000,500	400,000	3,400,500	1,638,520	1,761,980	39,202,000
1963	3,107,988	400,000	3,507,988	1,568,080	1,939,908	37,263,000
1964	3,151,998	400,000	3,551,998	1,490,520	2,061,478	35,202,000
1965	3,252,538	400,000	3,652,538	1,408,080	2,244,458	32,958,000
1966	3,349,919	400,000	3,749,919	1,318,320	2,431,599	30,527,000
1967	3,442,879	400,000	3,842,879	1,221,080	2,621,799	27,906,000

The Astoria-Megler Bridge After January 1, 1968

	Income Available From Astoria-Megler Bridge	Special Tax For Bridge	Total	Interest	Bonds Retired	Bonds Outstanding
1968	$ 826,300	$400,000	$1,226,300	$1,116,240	$ 110,060	$27,796,000
1969	868,500	400,000	1,268,500	1,111,840	156,660	27,640,000
1970	905,800	400,000	1,305,800	1,105,600	200,200	27,440,000
1971	948,000	400,000	1,348,000	1,097,600	250,400	27,190,000
1972	990,000	400,000	1,390,000	1,087,600	302,400	26,888,000
1973	1,032,400	400,000	1,432,400	1,075,520	356,880	26,532,000
1974	1,074,700	400,000	1,474,700	1,061,280	413,420	26,119,000
1975	1,116,900	400,000	1,516,900	1,044,760	472,140	25,647,000
1976	1,159,100	400,000	1,559,100	1,025,880	533,220	25,114,000
1977	1,201,300	400,000	1,601,300	1,004,560	596,740	24,518,000
1978	1,243,500	400,000	1,643,500	980,720	662,780	23,856,000
1979	1,285,800	400,000	1,685,800	954,240	731,560	23,125,000
1980	1,323,000	400,000	1,723,000	925,000	798,000	22,327,000
1981	1,365,200	400,000	1,765,200	893,080	872,120	21,455,000
1982	1,407,400	400,000	1,807,000	858,200	948,800	20,507,000
1983	1,449,600			820,280	629,320	19,878,000
1984	1,491,900			795,120	696,780	19,182,000

APPENDIX D
(Continued)

	Income Available From Astoria-Megler Bridge	Special Tax For Bridge	Total	Interest	Bonds Retired	Bonds Outstanding
1985	$1,534,100			$ 767,280	$ 766,820	$18,416,000
1986	1,576,300			736,640	839,660	17,577,000
1987	1,618,500			703,080	915,420	16,662,000
1988	1,660,800			666,480	994,320	15,668,000
1989	1,703,000			626,720	1,076,280	14,592,000
1990	1,740,200			583,680	1,156,520	13,436,000
1991	1,782,400			537,440	1,244,960	12,192,000
1992	1,824,600			487,680	1,336,920	10,856,000
1993	1,866,900			434,240	1,432,660	9,424,000
1994	1,909,100			376,960	1,532,140	7,892,000
1995	1,951,300			315,680	1,635,620	6,257,000
1996	1,993,500			250,280	1,743,220	4,514,000
1997	2,035,800			180,560	1,855,240	2,659,000
1998	2,078,000			106,360	1,971,640	688,000
1999	2,120,200			27,520	Balance	

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September 12, 1956

Mr. W. A. Bugge
Director
Department of Highways
Olympia, Washington

Dear Mr. Bugge:

I am attaching hereto three copies of a proposed letter to Mr. Andrews, Division Engineer of the Bureau of Public Roads, concerning the possibility of making the Columbia River Interstate Bridge a Federal Aid Interstate Highway system project. This is along the lines which I discussed with you by phone a few days ago.

It would be appreciated if you would examine this letter and make such changes as you may wish. If you will indicate to me by letter your approval of our proposal, or return a copy of the attached letter with suggested changes, we will present your ideas to our Highway Commission at its meeting in Portland on September 27 and 28, after which a final draft will be presented for the signatures of the States of Oregon and Washington. If our Commissioners indicate that they wish to expedite the matter before the Commission meeting and send us their approval or changes of the draft, we will confer with you by phone.

We would appreciate any comments or suggestions that you may have.

Very truly yours,

Forrest Cooper
Deputy State Highway Engineer

Attach.

FC:fn

cc Mr. W. C. Williams

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folder

September 12, 1956

Oregon State Highway Commission

Gentlemen:

Pursuant to your instructions, we have for some time been making a study of the possibility of having the Interstate Bridge project between Portland and Vancouver included in the federal-aid program. The matter has been discussed with Mr. Clark, Deputy Commissioner of the Bureau of Public Roads in Washington, D. C., Mr. Andrews, Division Engineer of the Bureau of Public Roads in Portland, Mr. Bugge, Director of Highways of Washington, and by phone with Mr. McIver and Mr. Reynolds. Following these discussions, we have drafted a suggested letter to Mr. Andrews requesting the advice of the Bureau on the possibility of making this a federal project. We are attaching a copy of the first draft of this letter for your consideration. We are also sending copies of the letter to Mr. Bugge for his comments and recommendations.

We suggest that after having reviewed the proposed draft, that you advise us of your wishes and give us your suggestions as to changes or revisions so that a final draft may be prepared which is acceptable for transmission to the Bureau of Public Roads by all parties concerned.

Although the Bureau people have not made any commitments, they have stated that they will give any proposal we wish to make careful consideration and approach the problem with an open mind.

Should you wish us to take further steps before the next Commission meeting, please let us know and we will proceed as rapidly as possible.

At Mr. McIver's suggestion, I am having a suggested news release prepared for consideration of the Commission at the September meeting.

Very truly yours,

Forrest Cooper
Acting State Highway Engineer

cc Mr. W. A. Bugge
Attach.
FC:fn

PRESS RELEASE September 27-28

The Oregon State Highway Commission at its meeting in Portland today announced, after several months of study by the States of Oregon and Washington and the Bureau of Public Roads, that a formal request will be made to the Bureau to include the Portland-Vancouver Interstate Bridge as a project to be financed under the federal-aid highway act of 1956.

If the project is approved for financing by the Bureau of Public Roads it will result in the removal of the toll collection provision from the agreement between the States of Oregon and Washington for construction and operation of the bridges. The request to the Bureau of Public Roads is being made jointly by the Washington and Oregon Highway Departments. In the discussions that were held with members of the staff of the Bureau of Public Roads, they were unable to advise the Commission whether it was possible to include the project as one to be financed under the 1956 act; however, they have given assurance that they will carefully investigate all phases of the matter before making a determination.

FORM S-123 BDH REVISED 2-56

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W. W. STIFFLER
2ND ASST. STATE HWY. ENGR.
C. W. ENFIELD
CHIEF COUNSEL

September 10, 1956

Mr. F. E. Andrews
Division Engineer
Bureau of Public Roads
P. O. Box 3900
Portland 8, Oregon

Re: Columbia River Interstate Bridge
US99, Oregon and Washington

Dear Sir:

In its provisions for a National System of Interstate Highways, the Federal Aid Highway Act of 1956 makes possible, in that program, the financing of the Columbia River Interstate Bridge on US99 between Portland, Oregon, and Vancouver, Washington. The States of Oregon and Washington request your consideration of the inclusion of this project and your advice in the matter. The history of the project, its current status, and the tentative proposal of the two states are as follows:

The Columbia River Bridge between Portland, Oregon, and Vancouver, Washington is the principal interstate connection between Western Oregon and Western Washington. It is on the established route of US99 and will be an integral part of the National System of Interstate and Defense Highways.

The existing Columbia River Bridge, which was completed in 1917, consists of a series of steel through-trusses having a total length of 3,532 feet. It has a roadway width of 38 feet between curbs and is operated as a four-lane structure, two lanes in each direction. The annual average daily traffic now exceeds 32,500 vehicles.

As early as 1940 when the annual average daily traffic was under 20,000 vehicles, it was realized that the existing bridge would be overcrowded within a few years due to natural traffic growth. A number of conferences between highway officials of the two states were held, and in 1950 and 1951 a study of possible additional facilities was made. This study showed conclusively that a second bridge, parallel to the existing bridge, carrying southbound traffic while the existing bridge carried northbound traffic and using each bridge for three lanes, was the most serviceable and economical solution.

The scarcity of highway funds at that time did not allow the financing of such a relatively major project with the usual highway revenue. While a toll facility was highly undesirable, this method of financing was agreed upon as the only feasible way in which the project could be built.

As a result of conferences between appropriate officials, an agreement was entered into under date of August 9, 1954, between the States of Oregon and Washington, by and through their respective State Highway Commissions, and the Washington Toll Bridge Authority. That agreement was subsequently amended under date of April 17, 1955. The amended agreement, a copy of which is attached, provided for the construction of a new bridge across the Columbia River between Portland, Oregon, and Vancouver, Washington; the alteration or reconstruction of the existing bridge between Portland and Vancouver; the maintenance and operation of both bridges as a single toll facility; the issuance and sale of revenue bonds for the purpose of providing funds for the project; and the imposition and collection of toll charges for the use of both bridges for the

purpose of providing revenue for the payment of bonds and interest and the cost of necessary maintenance and operation of the bridges. The amended agreement expressly provides for the termination of toll charges and operation of the bridges as free facilities as soon as all bonds have been retired.

In order to accomplish the objectives set forth in the agreement, the parties thereto assumed the following summarized obligations:

The State of Oregon agreed to make preliminary tests and examinations, to prepare necessary plans and specifications and to make estimates of the costs of the project, to acquire all necessary rights of way within the boundaries of Oregon; to call for bids and award contracts in the name of both states for the completion of the project, to supervise the construction work, and to perform certain other miscellaneous obligations.

The State of Washington agreed to acquire all necessary rights of way within its boundaries to cooperate with and assist the State of Oregon in the project, and to perform certain other miscellaneous obligations.

The Washington Toll Bridge Authority agreed to make necessary preliminary studies and reports; to issue and sell revenue bonds in the name of and as the sole obligation of the Washington Toll Bridge Authority in amounts sufficient to pay all costs of the project including financing costs; to operate the bridges as a single toll facility after completion; and to collect and disburse revenues derived from the bridge for the retirement of bonds, payment of interest, and other necessary expenditures.

The Columbia River is a navigable stream and the construction required a permit from the U. S. Engineers. After public hearings, a permit was granted but with the requirement that an auxiliary opening be provided for smaller shipping south of the drawspan, which opening would be double the span-length of the spans of the existing bridge and have a vertical clearance of 77.5 feet above low water. It was also required that the existing bridge be revised to provide these same clearances. The revisions of the existing bridge are also to be financed by revenue bonds secured by tolls on the two bridges.

Pursuant to these agreements, plans and specifications were prepared, the project was advertised for competitive bidding, and a contract was awarded to Guy F. Atkinson Company, 10 West Orange Avenue, South San Francisco, California, on March 3, 1956 in the amount of $6,681,940.00. Work is proceeding on the project. The estimated value of work done to September 1, 1956 is $153,427.46.

This contract covers the main river bridge, the reconstruction of the bridge over Oregon Slough, and the revision of traffic interchanges at the south end of the Oregon Slough Bridge. The revisions to the north approach in Vancouver, the highway reconstruction between the main river bridge and Oregon Slough, the toll-collecting facilities, and the revisions to the existing bridge are to be covered under contracts yet to be awarded.

Plans and specifications were prepared in accordance with the 1953 edition of the AASHO Specifications for Highway Bridges. Copies of the plans, specifications and tabulation of bids received for the project are attached.

Work on the plans and specifications for the revisions to the existing bridge is under way. A contract for these revisions was scheduled for advertising about January 1, 1958. The U. S. Engineers have advised us that the Truman-Hobbs Act is applicable to the revision of the existing bridge and that they will contribute to the project under the terms of that act. It is estimated that this contribution will be 50 per cent of the estimated cost of $2,300,000 for revising the existing bridge.

It is estimated that the total cost of the entire project, including financing costs, will be $14,500,000. Accordingly, the Washington Toll Bridge Authority has authorized issuance and sale of revenue bonds in the total principal sum of $14,500,000, payable solely out of revenues to be derived from tolls imposed for the use of the two bridges. Bonds in the principal sum of $9,300,000 (referred to as "1956 Bonds") have already been issued and sold for the purpose of providing funds for paying the cost of constructing the new bridge across the Columbia River, including approaches thereto, of acquiring the necessary rights of way therefor, of paying interest on the bonds during the period of constructing both bridges and for six months thereafter, and of other incidental expenses. The Washington Toll Bridge Authority has covenanted and agreed that it will call for payment and retirement of specified amounts of the bonds upon designated dates beginning May 1, 1961, and ending May 1, 1971, when all the "1956 Bonds" will have matured. The Toll Bridge Authority has also reserved the right to redeem any or all of the "1956 Bonds" at designated prices and times beginning May 1, 1961. Under present plans, additional bonds in the principal sum of not to exceed

$5,200,000 will be issued and sold at a later date to provide funds for the remaining costs of the project, including the cost of alteration or reconstruction of the existing interstate bridge. These subsequent bonds, if issued and sold, will be on the same terms and conditions as the "1956 Bonds".

Since the award of the contract for the new bridge, the Federal Aid Highway Act of 1956 has become effective. The States of Oregon and Washington, recognizing the many disadvantages of a toll facility in the otherwise toll-free US99 Interstate Highway, desire to determine whether it is practical to place this project in the Interstate Highway program of the two states. The construction contract has been awarded and work is under way. A considerable portion of the construction plant has been installed. Orders for material have been placed and considerable template work for the structural steel spans has been done. It would be both impractical and costly to cancel the present contract and start anew. The States tentatively propose that the Bureau of Public Roads review the plans, specifications and contract for the project and, if these are found in substantial compliance with the rules and regulations governing Federal Aid projects on the Interstate Highway System, that technical objections relative to approval prior to contracting be waived and approval given as an Interstate Highway project. The construction work already done or done prior to such approval can, if necessary, be excluded from Federal participation although the States would prefer approval of the entire project.

The States of Oregon and Washington request your early consideration of this proposal and your advice in the matter. If you find that

the proposal is practicable, formal application will be made by the States.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

By _____

WASHINGTON STATE HIGHWAY COMMISSION

By _____

Attachments

RECEIVED
SEP 10 1956

ARTHUR B. LANGLIE, Governor
Chairman of Authority
CLIFF YELLE, State Auditor
RALPH M. DAVIS, Chairman
Public Service Commission
R. A. MOISIO, Chairman
State Highway Commission
H. D. VAN EATON, Director
Department of General Administration

STATE OF WASHINGTON

W. A. BUGGE, Director of Highways
Ex Officio Member
D. B. HODGES
Secretary of Authority

WASHINGTON TOLL BRIDGE AUTHORITY

TRANSPORTATION BUILDING
OLYMPIA, WASHINGTON

September 7, 1956

Seattle First National Bank
Second and Cherry
Seattle, Washington

Attention: Mr. Park Cassel Re: Vancouver-Portland Interstate Toll Bridge

Gentlemen:

I am transmitting herewith, by bearer, Multiple Risk Insurance policies on the Oregon Slough Bridge and the Vancouver-Portland Interstate Bridge, which facilities are a part of the Vancouver-Portland Interstate Toll Bridge Facility for which your bank serves as Trustee.

For your further information and files, I am transmitting herewith detail of the Multiple Risk coverage by underwriter's name and policy number for both facilities. You will note that all policies have been approved as to form by the office of the Attorney General and that certain of the policies have been approved by the office of the State Insurance Commissioner. In lieu of approval being extended to the individual policies by the office of the Insurance Commissioner, I am transmitting herewith reproduced copy of a letter directed to this office from the Insurance Commissioner, advising that countersignature is not required on this type of coverage inasmuch as it is classified as Inland Marine and therefore exempt under our countersignature statutes.

Premium payment has not been accomplished on the subject policies by this office at the present time as the vouchers covering the premium have been forwarded to the Oregon State Highway Department for their approval which is required under our operating agreement with the Oregon State Highway Commission. As soon as the vouchers have been returned, they will be placed in line for payment and as soon as payment has been accomplished, we will so advise.

NOTED
G. S. PAXSON

1.25%

COPY

You may be advised that the subject policies form a legal and binding contract between the underwriters and the assured and further, that the original policies are transmitted herewith in accordance with the provisions of the Bond Resolution.

Very truly yours,

WASHINGTON TOLL BRIDGE AUTHORITY

By: D. B. HEDGES
Secretary

DBH:hm
Att.
cc: Oregon State Highway Commission
K. R. Hager

RECEIVED
SEP 1 1956
OREGON
STATE HIGHWAY COMMISSION

Property Damage Insurance on Oregon Slough Bridge

Name of Company	Policy Number	Coverage	Premium
Continental Ins. Co.	SPF 13678	$232,650	$2,908.12
Federal Ins. Co.	FT 6511257	193,875	2,423.44
Ins. Co. of N. America	IMR 4103	155,100	1,938.75
Great American	SPF 21-07-40	116,325	1,454.06
Aetna Ins. Co.	IB1-302388	77,550	969.37
American Home Assur.	SP-180588	77,550	969.37
Atlas Assur. Co.	IM-186982	77,550	969.37
Employers Fire Ins.	T 855527	77,550	969.37
Fireman's Fund Ins.	SP-81465	77,550	969.37
New Zealand Ins.	SP-2210141	77,550	969.38
North British & Mercantile	SPF 55273	77,550	969.38
Peerless Casualty Co.	SP 51874	77,550	969.38
Phoenix Ins.	SP 831287	77,500	969.38
U. S. Fire Ins.	9042649	77,550	969.38
Centennial Ins. Co.	2 WF 7920	38,775	484.69
Universal Ins. Co.	3B 21195	38,775	484.69
		$1,551,000	$19,387.50

Property Damage Insurance on Vancouver-Portland Interstate Bridge

Name of Company	Policy Number	Coverage	Premium
Continental Ins. Co.	SPF 13676	$736,650	$9,208.12
Federal Ins. Co.	FT 6511258	613,875	7,673.44
Ins. Co. North America	IMR 4104	491,100	6,138.75
Great American	SPF 21-07-41	368,325	4,604.06
Aetna Ins. Co.	IB 1-302386	245,550	3,069.38
American Home Assur.	SP 180589	245,550	3,069.38
Atlas Assur. Co.	IM 186981	245,550	3,069.38
Employers Fire Ins.	T 855526	245,550	3,069.38
Fireman's Fund Ins.	SP 81464	245,550	3,069.38
New Zealand Ins.	SP 2210140	245,550	3,069.37

Property Damage Insurance on Vancouver-Portland Interstate Bridge - Cont.

Name of Company	Policy Number	Coverage	Premium
No. British & Mercantile	SPF 55274	$245,550	$3,069.37
Peerless Casualty Co.	SP-51873	245,550	3,069.37
Phoenix Ins. Co.	SP-831286	245,550	3,069.37
U. S. Fire Ins.	904,2650	245,550	3,069.37
Centennial Ins. Co.	2 WF 7919	122,775	1,534.69
Universal Ins. Co.	3B 21194	122,775	1,534.69
		$4,911,000	$61,387.50

RECEIVED
SEP 12 1956

ARTHUR B. LANGLIE, Governor
Chairman of Authority
CLIFF YELLE, State Auditor
RALPH M. DAVIS, Chairman
Public Service Commission
R. A. MOISIO, Chairman
State Highway Commission
H. D. VAN EATON, Director
Department of General Administration

STATE OF WASHINGTON

W. A. BUGGE, Director of Highways
Ex Officio Member
D. B. HEDGES
Secretary of Authority

WASHINGTON TOLL BRIDGE AUTHORITY

TRANSPORTATION BUILDING
OLYMPIA, WASHINGTON

September 4, 1956

Oregon State Motor Association
AAA Building
600 S. W. Market Street
Portland 1, Oregon

Attention: Mr. Sidney King

Gentlemen: Re: Vancouver-Portland Interstate Toll Bridge

Your letter of August 30, 1956, directed to Mr. W. A. Bugge, requesting certain information in connection with the Vancouver-Portland Interstate Toll Bridge, has been referred to this office. Answers to the specific questions which you raise within your letter are as follows:

1. What is the total bond issue planned for the new bridge? The total bond issue planned amounts to $14,500,000.00.

2. How much of the total has been sold? A total of $9,300,000.00 has been sold.

3. When was it sold? Sealed bids were received by the Washington Toll Bridge Authority on March 27th and the best bid submitted was accepted by the Authority on that date. The bonds are dated May 1, 1956 but were actually delivered to the successful purchaser on May 4, 1956.

4. At what interest? Bonds Nos. 1 to 4650, inclusive, are serial bonds with a 3 1/8% coupon. Bonds Nos. 4651 to 9300, inclusive, are term bonds and bear an interest coupon of 3.20%.

5. What is being done with the money on the bonds sold? The total proceeds of the bond sale were paid to the Washington Toll Bridge Authority and in accordance with the terms of the resolution, sufficient money was transferred to the bond fund to satisfy interest during construction of the facility and six months thereafter. All moneys not presently needed to defray expenses are invested in U. S. Government secured paper.

6. If any has been spent, for what was it spent? In view of the fact that the contract has been awarded for the construction of the subject facility, the moneys are being spent to pay Contractors' estimates, purchase necessary rights of way and to pay engineering expenses incident to the construction of the facility.

REFERRED TO

Paxton
BY DEPUTY STATE HIGHWAY ENGINEER

Copy made for Mr. Enfield.

NOTED
C. S. PAXSON

7. How long do the bonds run? The serial bonds have certain specified maturities running from May 1, 1961 to May 1, 1968 and all term bonds are due by May 1, 1971.

8. Could they be retired before the entire bond period? If they could, would there be any penalty? The bonds may be retired prior to their stated maturity; however, the first date that they may be retired is May 1, 1961. Premium would have to be paid on retirement on May 1, 1961 of 2 1/2%. The resolution provides for a graduated premium on the bonds in the event of retirement prior to the maturities so that on and after May 1, 1968, redemption may be accomplished at par.

9. When will the bonds for the revision of the existing bridge be sold? This is a matter somewhat contingent upon the progress for the construction of the new bridge; however, it is presently anticipated that the remaining bonds to finance the reconstruction of the existing bridge will be sold sometime late in 1957.

Please advise this office if any added information is required.

Very truly yours,

WASHINGTON TOLL BRIDGE AUTHORITY

By: D. B. HEDGES
Secretary

DBH:hm
cc: W. A. Bugge
Oregon State Highway Commission

RECEIVED
SEP 7 1956
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
SEP 4 1956
FOR FILING

7971
-
4655

Salem, Oregon
August 31, 1956

Elimination of tolls on Portland-Vancouver Columbia River Bridge

Mr. G. S. Paxson
Assistant State Highway Engineer
O f f i c e

Mr. C. W. Enfield
Chief Counsel
O f f i c e

Senators Neuberger and Morse of Oregon and Magnuson of Washington are pressing urgently for the elimination of any tolls on the Portland-Vancouver Columbia River Bridge. They have taken this matter up with the Bureau of Public Roads in Washington and have been advised that the project is eligible. Just how it is eligible I am unable to state.

Andrews called me this morning and discussed the matter in great detail, but he had nothing specific to offer other than canceling the present contract, which I told him could not be done. I further told him that no bonds could be recalled before May, 1961. He did, however, present an idea that might workable, which is that the States had anticipated the urgent need of this structure as a part of the Interstate System and had proceeded ahead of the passage of the highway bill in the matter of expediency.

At all events you two, on joint lines, are to call A. C. Clark at 10 a.m., Pacific Standard Time, Tuesday, September 4. It is assumed that he will ask the questions which you will answer to the best of your ability.

I believe that both the States of Oregon and Washington are entirely agreeable to the elimination of tolls on this bridge if funds are furnished as a part of the Interstate System. I might further advise you that in our Interstate Needs Study we did not include our share of the cost of the Columbia River Bridge, as it had already been determined to build the bridge as a toll structure, and when we submitted our Section 13 study, this bridge was not included. However, this is not too vital a factor, as you know we are to resubmit by July of next year a new needs study, and our portion of the cost of the bridge will in all probability be included in the revised needs study.

Would suggest that, if you have time, you have a few minutes conference in order to get the thoughts of both of you along the same line before you call Mr. Clark.

W. C. Williams
State Highway Engineer

WCW:hf

RECEIVED
AUG 16 1956
FOR FILING

7171
4653

August 15, 1956

Mr. James W. Bayless, Chairman
Public Property Insurance Committee
Oregon Association of Insurance Agents
814 Board of Trade Building
Portland 4, Oregon

Dear Mr. Bayless:

I refer to your letter of July 6, 1956, concerning the commission that accrued in connection with the purchase of insurance for the Interstate Bridge between Portland and Vancouver. This matter was discussed by the State Highway Commission at its July meeting and as a result thereof, a letter was directed to the Washington Toll Bridge Authority requesting that this commission be divided equally between the Oregon Association of Insurance Agents and the Washington Association of Insurance Agents.

I attach hereto a photo copy of the letter from the Washington Toll Bridge Authority in reply thereto. You will note that the Authority has approved a division of the net commission on an equal basis.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

HBG:em

Enc.

S-O.
7-12-56

July 18, 1956

Mr. Charles H. Reynolds
P. O. Box 898
La Grande, Oregon

Dear Mr. Reynolds:

At the meeting of the Highway Commission on July 12 consideration was given to the matter of dividing the commission on the insurance that was furnished in connection with the Interstate Bridge project between Portland and Vancouver. As a result of a discussion of this matter the Commission approved an equal division of this commission, which I believe amounts to a total of about $4,000, if that can be accomplished.

It is my understanding that you were going to prepare a letter to the Washington Toll Bridge Authority requesting that the commission be split equally between the Oregon Insurance Association and the Washington Insurance Association, and that the letter was to be signed by all members of the Commission on July 13. I wonder if I might have a copy of that letter for use in preparing my minute entry. I want to be sure to get the entry absolutely correct. Thanks a lot for your help.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

HBG:blm

RECEIVED
JUL 11 1956
FOR FILING

July 10, 1956

Mr. Chas. H. Reynolds
Commissioner
Oregon State Highway Commission
Post Office Box 898
La Grande, Oregon

Dear Mr. Reynolds:

Following receipt of your letter of June 14 concerning the matter of insurance premiums on the Interstate Bridge, I have been in contact with the Washington Toll Bridge Authority attempting to find out just how the commissions on this project were handled.

Today, Mr. Sargent, a member of the brokerage firm to which the matter was turned over by the Washington Insurance Association, called me and said that it was the position of the Washington Insurance Association that this was a closed matter and that they would not divulge the division of insurance commission between the insurance association and the brokerage firm, nor would they give out any information as to the amount of the commission.

I have been told by the Washington Toll Bridge Authority, through Mr. Hedges, that they themselves do not know the actual amount of the commission, but that they understand that one half of the commission goes to the insurance association and the other half goes to the actual broker.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

C. S. Paxson
Assistant State Highway Engineer

CSP:fm

cc Mr. R. H. Baldock

July 9, 1956

Mr. James W. Bayless, Chairman
Public Property Insurance Committee
Oregon Association of Insurance Agents
814 Board of Trade Building
Portland 4, Oregon

Dear Mr. Bayless:

Pursuant to your request I shall bring to the attention of the members of the State Highway Commission your letter of July 6, 1956 requesting that whatever commissions accrue in connection with the furnishing of insurance for the Interstate Bridge or Bridges be equally divided among the Oregon Association of Insurance Agents and the Washington Association.

You will be informed as to whatever action the Highway Commission takes on your request.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

HPG:bim

cc: Commissioners
R. H. Baldock
W. C. Williams

Memorandum *from* Reynolds Insurance Agency • La Grande, Oregon

7-7-56 AGENDA JUL 12 1956

Herb:-

I have a copy of the letter dated July 6th, from James W. Bayless, Chairman of the Public Property Insurance Committee of the Oregon Association of Insurance Agents. The letter was written at my request in order to have it on the Agenda of the next meeting. I have discussed this with both Mr. Baldock and Mr. Williams, Also Mr. Paxson wrote the Washington people. In my opinion there should be a division of the commissions. It might be well to have the legal department prepare a letter which we could sign and send to the Washington Toll Bridge Authority. It is a matter that I overlooked when the agreement was prepared and signed.

Sincerely

Chas.

EXECUTIVE SECRETARY

AGENDA JUL 12 1956 5-0

NOTED H. B. GLAISYER

HAROLD B. LARSON
State National Director
PORTLAND

EXECUTIVE COMMITTEE

1ST CONGRESSIONAL DISTRICT
MERRILL C. HAGEN
McMINNVILLE
RICHARD D. DENTON
SALEM

2ND CONGRESSIONAL DISTRICT
CHAS. "BUZ" LARKIN
KLAMATH FALLS
KEN DOHERTY
PENDLETON

3RD CONGRESSIONAL DISTRICT
(PORTLAND)
FRANK AMERATA
HERBERT A. BALLIN, JR.
JAMES W. BAYLESS
ROBERT T. RANKIN
WALTER DAVOL

4TH CONGRESSIONAL DISTRICT
GORDON DODGE
CORVALLIS
CHESTER L. THOMPSON
ROSEBURG

member
ion
een

Portland and Vancouver, which insurance was awarded to the Washington Association of Insurance Agents in order that as many as possible may benefit from the revenue derived from the commissions.

Because construction of the bridge is a joint venture, we believe Oregon agents are entitled to half the commissions on the insurance, especially since the Oregon Association has for some years financially supported state-wide traffic safety and driver-training education from funds received from public property insurance.

We have taken this matter up with officers of the Washington Association along the same lines. They admit the logic of our argument, but feel that since the insurance was awarded to them and until they receive instructions to the contrary from the Washington Toll Bridge Authority or Washington Highway Commission, they are under no obligation to divide the commissions.

We sincerely hope you can bring this matter before the Oregon State Highway Commission so proper understanding can be secured between the two Highway Departments, and instructions issued to the Washington Association of Insurance Agents that whatever commissions will accrue on the Interstate Bridge or bridges in question be equally divided with the Oregon Association of Insurance Agents.

Sincerely yours,

James W. Bayless, Chairman
Public Property Insurance Committee

JWB:sb

RECEIVED JUL 9 1956 OREGON STATE HIGHWAY COMMISSION

ACKNOWLEDGED H. B. GLAISYER

PROTECTION • SERVICE

OREGON ASSOCIATION INSURANCE AGENTS PROTECTION SERVICE FAIR DEALING

FAIR DEALING

OREGON ASSOCIATION OF INSURANCE AGENTS

814 BOARD OF TRADE BUILDING • PORTLAND 4, OREGON • CAPITOL 8-9881

E. M. STADEL, EXECUTIVE SECRETARY

ALAN TEBB, ASSISTANT EXECUTIVE SECRETARY

July 6, 1956

AGENDA
JUL 12 1956
5.0
5 5

OFFICERS

WM. B. JOHNSON
President
PORTLAND

LEONARD ADAMS
Chairman
Executive Committee
PORTLAND

HAROLD B. LARSON
State
National Director
PORTLAND

EXECUTIVE COMMITTEE

1ST CONGRESSIONAL DISTRICT
MERRILL C. HAGEN
McMINNVILLE
RICHARD D. DENTON
SALEM

2ND CONGRESSIONAL DISTRICT
CHAS. "BUZ" LARKIN
KLAMATH FALLS
KEN DOHERTY
PENDLETON

3RD CONGRESSIONAL DISTRICT
(PORTLAND)
FRANK AMERATA
HERBERT A. BALLIN, JR.
JAMES W. BAYLESS
ROBERT T. RANKIN
WALTER DAVOL

4TH CONGRESSIONAL DISTRICT
GORDON DODGE
CORVALLIS
CHESTER L. THOMPSON
ROSEBURG

Mr. H. B. Glaisyer, Secretary
Oregon State Highway Commission
Salem, Oregon

Dear Mr. Glaisyer:

We have been advised by Mr. Charles Reynolds, a member of the Oregon Highway Commission, that he had some discussion with you regarding insurance on the Interstate Bridge between Portland and Vancouver, which insurance was awarded to the Washington Association of Insurance Agents in order that as many as possible may benefit from the revenue derived from the commissions.

Because construction of the bridge is a joint venture, we believe Oregon agents are entitled to half the commissions on the insurance, especially since the Oregon Association has for some years financially supported state-wide traffic safety and driver-training education from funds received from public property insurance.

We have taken this matter up with officers of the Washington Association along the same lines. They admit the logic of our argument, but feel that since the insurance was awarded to them and until they receive instructions to the contrary from the Washington Toll Bridge Authority or Washington Highway Commission, they are under no obligation to divide the commissions.

We sincerely hope you can bring this matter before the Oregon State Highway Commission so proper understanding can be secured between the two Highway Departments, and instructions issued to the Washington Association of Insurance Agents that whatever commissions will accrue on the Interstate Bridge or bridges in question be equally divided with the Oregon Association of Insurance Agents.

Sincerely yours,

James W. Bayless

James W. Bayless, Chairman
Public Property Insurance Committee

JWB:sb

RECEIVED
JUL 9 1956
OREGON
STATE HIGHWAY COMMISSION

ACKNOWLEDGED
H. B. GLAISYER

RECEIVED
SEP 17 1956
FOR FILING

August 8, 1956

Washington Toll Bridge Authority
Transportation Building
Olympia, Washington

Attention: Mr. D. B. Hedges
Secretary

Gentlemen:

Received in today's mail was your letter of August 6, 1956 in which you advise of the action that was taken by your Authority on the request of the Oregon State Highway Commission that consideration be given to a division of the insurance premiums for coverage placed on the Vancouver-Portland Interstate Toll Bridge among the Washington Association of Insurance Agents and the Oregon Association of Insurance Agents.

The members of the Oregon State Highway Commission will be much pleased with your action, and I am certain will approve the method of distribution of the net commission in the manner in which you have specified. It will be my pleasure to bring your letter to their attention at the earliest opportunity.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

HBG:ljmc

cc: Commissioners
R. H. Baldock
W. C. Williams

NOA

ARTHUR B. LANGLIE, Governor
Chairman of Authority

CLIFF YELLE, State Auditor

RALPH M. DAVIS, Chairman
Public Service Commission

R. A. MOISIO, Chairman
State Highway Commission

H. D. VAN EATON, Director
Department of General Administration

STATE OF WASHINGTON

W. A. BUGGE, Director of Highways
Ex Officio Member

D. B. HEDGES
Secretary of Authority

WASHINGTON TOLL BRIDGE AUTHORITY

TRANSPORTATION BUILDING
OLYMPIA, WASHINGTON

August 6, 1956

Oregon State Highway Commission
Salem, Oregon

Attention: Mr. Ben R. Chandler, Chairman

Re: Vancouver-Portland Interstate Toll Bridge
Insurance

Gentlemen:

Reference is hereby made to your letter of July 25, 1956, signed by all members of the Highway Commission, requesting the Authority to give consideration to the distribution of commissions on the insurance premiums for coverage placed on the Vancouver-Portland Interestate Toll Bridge. Please be advised that this matter was referred to the Washington Toll Bridge Authority at its meeting of July 30, at which time the Authority adopted a motion wherein the Washington Association of Insurance Agents, as broker of record for the Washington Toll Bridge Authority for the subject insurance, would be requested to divide the net commission with the Oregon Association of Insurance Agents. It was specifically provided in the Authority's action that the split must, of necessity, be based upon a net basis in order that the servicing broker would be entitled to his full share of commission for his services and expenses incidental thereto. I am today advising the insurance broker of the Authority's action on this matter and forwarding a copy of this letter to him for his further information.

I assume that in due course a check for the proportioned amount will be forwarded probably to you for transmittal to the Oregon Association. I will advise that premiums for the subject coverage have not been paid as yet for the reason that policies have not been received. The coverage has been placed and is in full force and effect through cover notes, and I am advised that policies to replace the cover notes will be forthcoming within a very few days. As soon as the policies have been received and have been properly approved by the Insurance Commissioner and the Attorney General, the voucher covering the premiums due will be placed in line for payment. I would surmise that it will take approximately two to three weeks to complete the mechanics of payment once the policies have been received in this office.

Very truly yours,

WASHINGTON TOLL BRIDGE AUTHORITY

By: D. B. HEDGES
Secretary

DBH:mat
cc: Mr. Harry Sargent
Mr. Ken Hager

July 25, 1956

Washington Toll Bridge Authority
Transportation Building
Olympia, Washington

Gentlemen:

When the agreement for construction of the Interstate Bridge between Portland, Oregon and Vancouver, Washington was prepared the members of the Oregon State Highway Commission inadvertently overlooked including therein provision for the disposition of the commission that would accrue with respect to the insurance requirement. It is now learned that the matter of furnishing such insurance was referred to the Insurance Agents Association in the state of Washington, and that proper and necessary policies have been written, which is very agreeable to the Oregon Highway Commission. Insurance on public properties in Oregon is written through the Oregon Insurance Agents Association, such as you have done in connection with the Interstate Bridge project. That procedure has proven to be very satisfactory for all parties concerned.

The Oregon State Highway Commission believes that it is reasonable and proper that the commission on the insurance furnished in connection with the Interstate Bridge project be divided equally between the Insurance Agents Associations of both states, and accordingly would appreciate consideration being given to such division of the net commission. The reasons prompting this request are that a great portion of the Associations' income is used for the promotion of traffic safety and education and because all monies that are to be used to finance this bridge project are being provided by both states on a joint basis.

Any consideration that you can give to this matter will be much appreciated by the members of the Oregon State Highway Commission.

Respectfully yours,

HBG:bim

OREGON STATE HIGHWAY COMM.

By _____
Ben R. Chandler, Chairman

By _____
M. K. McIver, Member

By _____
C. H. Reynolds, Member

COMMISSIONERS
BEN R. CHANDLER, CHAIRMAN
COOS BAY
CHAS. H. REYNOLDS, MEMBER
LA GRANDE
M K. McIVER, MEMBER
PORTLAND

NOA-16-2

R. H. BALDOCK
STATE HIGHWAY ENGINEER
C. W. ENFIELD
CHIEF COUNSEL
H. B. GLAISYER
SECRETARY

OREGON STATE HIGHWAY COMMISSION

OFFICE OF CHAS. H. REYNOLDS
P. O BOX 898
LA GRANDE, OREGON

July 24, 1956

Mr. H. B. Glaisyer, Secretary
Oregon State Highway Commission
Salem, Oregon

Dear Sir:

You wrote me a letter in the matter that I was to prepare to the Washington Toll Bridge Authority and in connection with the division of the commissions between the Oregon and the Washington Insurance Agents Associations.

I am now attaching what I think is a proper letter to send them but you may like to add any changes that you think necessary but I believe it covers the thoughts of the Commission and the folks of the Oregon Association.

It was not my understanding that this letter was to be signed by the Commission but by yourself as Secretary.

Sincerely,

Chas.

CHR/xx

NOTED
H B GLAISYER

RECEIVED
JUL 24 1956
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
JUL 27 1956
FOR [illegible]

7971
4163

STATE OF WASHINGTON
ARTHUR B. LANGLIE, GOVERNOR

WASHINGTON
STATE HIGHWAY COMMISSION
DEPARTMENT OF HIGHWAYS

OFFICE OF DISTRICT ENGINEER
4200 MAIN STREET
VANCOUVER, WASHINGTON

July 24, 1956

Oregon State Highway Department
Salem,
Oregon

ATTENTION Mr. W. W. Stiffler, Assistant
State Highway Engineer

PSH 1 Control Section 0601
Interstate Bridge

Dear Sir:

In reply to your letter of July 17, we wish to advise that we are setting up funds to cover the estimated cost of $3,000 for the four new cables to be installed on the Interstate Bridge.

These funds will be available when your bills are submitted.

Yours very truly,

W. A. Bailey

W. A. BAILEY
District Engineer

WAB:hts

cc Mr. Thomas

Duplicate copies forwarded to Mr. De France and Mr. C. H. Maison
July 26. er

RECEIVED
JUL 26 1956
OREGON
STATE HIGHWAY COMMISSION

NOTED
W. W. STIFFLER

RECEIVED
JUL 18 1956
FOR FILING

July 17, 1956

Mr. William Bailey, District Engineer
Washington Department of Highways
4200 Main Street
Vancouver, Washington

Dear Sir:

We are finding it necessary to install new uphaul cables on the west side of the Interstate Bridge liftspan at Vancouver. You will recall that in our letter of March 5, 1956, we reported some broken wires had been found and that we contemplated the west side cables would need replacement before the end of 1956. We have found progressive breaking of wires that makes it hazardous to attempt to go through another winters icy conditions with the old cables.

It is planned to install the new cables after September 15 after tourist traffic has tapered off but while we still have good weather for installation.

The estimated cost of the four new cables installed is $3,000.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. W. Stiffler
Assistant State Highway Engineer

cc Mr. I. A. DeFrance
Mr. A. G. Skelton
Mr. K. V. Cotton
Mr. P. M. Stephenson

IAD:bt fm

RECEIVED
JUL 21 1956
FOR FILING

July 23, 1956

Mr. W. A. Bugge
Director of Highways
Washington Highway Department
Transportation Building
Olympia, Washington

Dear Mr. Bugge:

It appears that the Trucking Association is promoting making the Vancouver-Portland bridge a free bridge when opened to traffic. It is the opinion of George Flagg, local representative in Portland, that this can be done with the new federal money. I explained to the newspaper that it was impossible to do this but that the Congress had ordered a study of all toll and free facilities built by the States on the route of the interstate system to appropriate standards, with the thought that some adjustment should be made in the cost thereof so as not to penalize those States that have taken forward action.

I further explained that when the States made the decision there was no assurance of this federal law passing at all, but time was marching on and it was absolutely necessary to take care of the deficiencies on this bridge. I furthermore explained that selfishly, as far as the Portland metropolitan area was concerned, the deferring of this work in the hopes of getting 90 per cent federal funds would have made it necessary to defer many other very important projects in and around Portland which are needed almost as badly now as the bridge. On the contrary, if the Congress took action to repay the expenditure on the toll bridges, this would be additional money over and above the amount apportioned to the State, and I also explained that the interstate budget in both States included the high-level bridge east of the present low-level bridge, which would in all probability care for most of the through traffic of the future.

Very truly yours,

R. H. Baldock
State Highway Engineer

RHB:hi

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JUL 16 1956
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7971

465

OFFICERS:
WILBUR E. JONES
CHAIRMAN
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STATE HIGHWAY ENGINEER
RALPH DAVIS
EXECUTIVE DIRECTOR
L. A. FRALEIGH
SECRETARY
CHARLES T. BOYD, JR.
ATTORNEY

STATE ROAD DEPARTMENT OF FLORIDA

TALLAHASSEE

MEMBERS:
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RICHARD H. SIMPSON
MONTICELLO, FLA.
WILBUR E. JONES
MIAMI, FLA.
WILLIAM H. DIAL
ORLANDO, FLA.

July 9, 1956

Mr. R. H. Baldock
State Highway Engineer
State Highway Department
Salem, Oregon

Attention: Mr. G. S. Paxson

Dear Mr. Baldock:

We acknowledge and thank you for your letter of June 22 outlining your experience in development of plans for the toll bridge now under construction between Vancouver, Washington and Portland, Oregon. We were especially interested to learn that the technical planning had been done by your organization and without supervision or other contact with Consulting Engineers.

We were interested to note the very favorable interest rate of the revenue certificates by which this project was financed.

Your courtesy in furnishing this information to us is sincerely appreciated.

Yours very truly,

Wilbur E. Jones

Wilbur E. Jones
Chairman

WEJ:WED/m

RECEIVED
JUL 16 1956
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
G. S. PAXSON

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ADVISORY COUNCIL
HARRY C. BRUMBAUGH
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FEB 4 1957
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7771
4683

STATE OF OREGON
OREGON CIVIL DEFENSE AGENCY
STATE OFFICE BUILDING
SALEM

JULY 6, 1956

MR. A. G. SKELTON
STATE HIGHWAY DEPARTMENT
SALEM, OREGON

DEAR MR. SKELTON:

REFERENCE OUR TELEPHONE CONVERSATIONS REGARDING CONFIDENTIAL LETTER HEADQUARTERS SIXTH ARMY (AMPMS-IDD 004.02), 26 JUNE, 1956, TO OREGON STATE HIGHWAY DEPARTMENT, "SUBJECT: DEFENSE PRODUCTION SECURITY SURVEY (U)" - INTERSTATE BRIDGE, HIGHWAY 99."

UNDER DEPARTMENT OF DEFENSE ABRIDGED KEY FACILITIES LIST, SEPTEMBER, 1955, "RESPONSIBILITY FOR THE SECURITY" OF THE BRIDGE HAS BEEN ASSIGNED TO THE ARMY. ACCORDINGLY, PROVISION FOR ITS SECURITY IS NOT INCLUDED IN CIVIL DEFENSE PLANNING EXCEPTING (1) "RESPONSIBILITY ASSIGNMENT TO A FEDERAL AGENCY DOES NOT RELIEVE THE FACILITY OWNER OR RESPECTIVE LAW ENFORCEMENT AGENCIES FROM THEIR RESPONSIBILITY IN THE PROTECTION OF PUBLIC AND PRIVATE PROPERTY, NOR DOES IT ASSURE ANY PROTECTION OF THE LISTED FACILITIES BY THE ARMED FORCES," AND (2) UNDER CIVIL DEFENSE PLANS FOR MULTNOMAH COUNTY AND CLARK COUNTY, WASHINGTON, TRAFFIC CONTROL POINTS ARE ESTABLISHED AT BOTH ENDS OF THE BRIDGE UPON RECEIPT OF WARNING YELLOW (FIRST WARNING OF PROBABLE ENEMY ATTACK). AFTER THE TRAFFIC LOAD HAS CLEARED THE BRIDGE, THE TWO TRAFFIC CONTROL POINTS WILL BE CLOSED, AS THEY ARE WELL WITHIN THE AREA OF MAJOR DESTRUCTION AND THE EVACUATION AREA.

YOURS SINCERELY,

OREGON STATE CIVIL DEFENSE AGENCY

A. M. SHEETS
DIRECTOR

NOTED
W. W. STIFFLER

RECEIVED
U U FEB 4 1957
FOR FILING

The films listed below have been given distribution to the Sixth Army Film Libraries as follows:

Sixth Army Central Film Library, Presidio of San Francisco, California

Regional Film Library, Fort Lewis, Washington

Regional Film Library, 1418 Federal Building, Los Angeles, California

Regional Film Library, Fort Douglas, Utah

Film Library, Camp Stoneman, California

Film Number	Title	Running Time
Misc 8027	Security Control (You Never Can Tell) Emphasizing awareness of security program on and off the job	40 Minutes
TF 19-1847	Industrial Plant Protection Covers Industrial Protective Devices	30 Minutes
ANSM-74	Tale of Two Cities Atom Bombing of Hiroshima and Nagasaki	14 Minutes
AFSR-113	Industrial Mobilization Planning Phases of National Defense	16 Minutes
AFSR-128	Self Preservation in Atomic Attack Individual Safety Measures in an A-Bomb Attack	18 Minutes
PMF 5058	The Medical Effects of the Atomic Bomb (Part I) Physics, Physical Destruction and Casualty Effect	18 Minutes

Film Number	Title	Running Time
PMF 5149	The Medical Effects of the Atomic Bomb (Part III) Medical Services in Atomic Disasters (Part II not available for showing)	27 Minutes
TF 8-1659	First Aid in the Prevention of Shock	20 Minutes
TF 9-2085	Shop Safety Accidents - Causes - Safety Rules for Arc and Gas Welding - Hoisting Methods - Lifting and pushing - Handling Gasoline	28 Minutes
TF 19-1740	Guarding Against Sabotage Techniques, Methods and Case Histories of Sabotage	32 Minutes

RECEIVED
FEB 4 1957
FOR FILING

HEADQUARTERS SIXTH ARMY
Presidio of San Francisco, California

1971

AMPMS-IDD 004.02

4653

SUBJECT: Defense Production Security Survey (U) 26 JUN 1956

TO: Oregon State Highway Commission
Milwaukee, Oregon
Attention: Mr. A. G. Skelton

1. Reference. AR 580-20.

2. In Compliance with above reference, transmitted herewith is the Defense Production Security survey of the: Oregon State Highway Commission, Interstate Bridge, Highway 99, Portland, Oregon.

FOR THE COMMANDER:

C J Barnes

C. A. Barnes
Lt Col AGC
Asst Adj Gen

1 Incl
Defense Production Security Survey

DISTRIBUTION:
COPY NO. 1 - Assistant Secretary of Defense (Manpower & Personnel)
Department of Defense, Washington 25, D.C.
COPY NO. 2 - PMG, D/A, Washington 25, D.C.
COPY NO. 3 - Special Agent in Charge, Federal Bureau of Investigation
COPY NO. 4 - Facility Concerned
COPY NO. 5 & 6 - Commanding General, Sixth Army

SAH FL 27, 28 Feb 56

This document contains information affecting the national defense of the United States within the meaning of the Espionage Laws, Title 18 U. S. C. sections 793 and 794. The transmission or the revelation of its contents in any manner to an unauthorized person is prohibited by law.

Regrading data cannot be predetermined.

CONFIDENTIAL

NOTED
W. W. STIFFLER

CONFIDENTIAL (Not Classified Unless Data Entered) FILE NO. 41740/08090

DEPARTMENT OF DEFENSE

DEFENSE PRODUCTION SECURITY SURVEY

Form Approved Budget Bureau No. 22 R056.2

REPORT CONTROL SYMBOL

PART I - DEFENSE PRODUCTION SECURITY SURVEY SUMMARY

DATE OF THIS SURVEY	DATE OF PREVIOUS SURVEY	DATE OF ORIGINAL SURVEY
24 May 1956	28 June 1955	14 May 1951

SECTION 1. IDENTIFICATION

1. NAME OF FACILITY SURVEYED Interstate Bridge, Highway 99	ADDRESS Portland, Oregon
2. NAME OF ☐ DIVISION ☐ SUBSIDIARY DNA	ADDRESS
3. NAME OF PARENT ORGANIZATION Oregon State Highway Commission	ADDRESS Milwaukee, Oregon
4. NAME OF OFFICIAL RESPONSIBLE FOR PRODUCTION SECURITY Mr. A. G. Skelton	TITLE Division Engineer

5. OFFICIALS INTERVIEWED DURING THE SURVEY

NAME	TITLE
Mr. A. G. Skelton	Division Engineer
Mr. R. V. Cotton	Bridge Maintenance Superintendent

6. PERSONS MAKING SURVEY

NAME	GRADE OR TITLE	ORGANIZATION
Warren H. Hayes	Security Specialist	PM, Hq Sixth Army

7. TOTAL EMPLOYMENT	8. PLANT ACREAGE USED	9. BUILDING FLOOR AREA (Sq. Ft.)	10. NUMBER OF BUILDINGS
15	DNA	DNA	DNA

11. PRINCIPAL TYPE OF CONSTRUCTION	12. CATEGORY OF INDUSTRY OR SERVICE
Steel and Concrete Piers	Transportation

SECTION 2. SUMMARY

	ADEQUATE	INADEQUATE	COMMENT
1. ASSESSING THE PROBLEM	X		
2. ORGANIZING FOR PRODUCTION SECURITY		X	See Annex 2
3. CONTROL OF ESPIONAGE AND SABOTAGE		X	
a. PREVENTION OF UNAUTHORIZED ENTRY	X		
b. CONTROL OF AUTHORIZED ENTRY	X		
c. GUARDS		X	See Annex 2
4. FIRE PROTECTION	X		
5. PREVENTION AND MINIMIZATION OF DAMAGE	X		
6. MINIMIZING EFFECT OF DAMAGE	X		
7. RESTORATION	X		
8. COLLATERAL PROTECTION MEASURES	X		
a. PERSONNEL PROTECTION	X		
b. EMPLOYEE INDOCTRINATION	X		See Annex 2
c. PASSIVE PROTECTION	X		
d. CIVIL DEFENSE COORDINATION	X		

DD FORM 1 DEC 53 395 PREVIOUS EDITIONS MAY BE USED UNTIL 15 FEB 54, AFTER WHICH THEY BECOME OBSOLETE.

(Not Classified Unless Data Entered) CONFIDENTIAL

Enl 1

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CONFIDENTIAL

OREGON STATE HIGHWAY COMMISSION
INTERSTATE BRIDGE, HIGHWAY 99
PORTLAND, OREGON

ANNEX 1 CONSENTS

Legislation has been passed in both Oregon and Washington for the construction of a bridge parallel to the existing Interstate Bridge. This bridge is to be located approximately sixty feet downstream from the present structure and will be constructed of steel girders on concrete piers. The new bridge will have a vertical lift span, which will be operated from the same source as the present structure.

Restoration of the Interstate Bridge would depend on the extent of damage and the availability of spare parts. It is estimated that at least two years would be needed to replace the entire structure.

One operator and two gatemen are on duty at all times. A Washington Highway Patrol is located approximately one mile from the bridge.

Power for operating the lift span is obtained from the Clark County Public Utility District. An emergency generator is maintained for operating the bridge.

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OREGON STATE HIGHWAY COMMISSION
INTERSTATE BRIDGE, HIGHWAY 99
PORTLAND, OREGON

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O.S.P.

OREGON STATE HIGHWAY COMMISSION
INTERSTATE BRIDGE, HIGHWAY 99
PORTLAND, OREGON

ANNEX 2 RECOMMENDATIONS

It is recommended that:

*A complete written emergency plan be initiated and pertinent parts disseminated to those employees charged with its implementation. This plan should include but not be limited to:

a. Determination of critical areas and operations.

b. Plans for protecting these areas and operations now, if danger is imminent, and after an emergency has arisen. To include plans for obtaining or designating additional guards.

c. Plans for rehabilitation of damaged or destroyed areas or operations to include storage of critical or difficult to obtain spare parts or equipment.

d. An overall plan for the designation of alternates to act for key personnel.

e. Emergency shutdown procedures where applicable and employees alerted for instantaneous application of these procedures.

It should be noted that this recommendation has been complied with and is part of the every day working procedure, with the exception that it is not in writing.

In the event of a national emergency, it is recommended that:

1. An armed, uniformed and supervised guard force be provided. Guards should meet reasonable physical, mental and loyalty standards.

2. Upon the activation of a guard force, the training program should include, but not be limited to, the following subjects:

a. Advanced training for emergency conditions.

b. Personal defense.

c. Sabotage, riot, traffic control.

d. Plant evacuation.

e. Use of arms.

CONFIDENTIAL

G.S.P.

CONFIDENTIAL

NOTE: The above recommendations are offered in an advisory capacity only. Their implementation by plant management is purely voluntary and places the government under no obligation to bear any of the costs of making such security improvements.

*Asterisks denote major recommendations.

CONFIDENTIAL

G.S.P.

CONFIDENTIAL

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CONFIDENTIAL

G.S.P.

RECEIVED
JUN 25 1956
FOR FILING

171
4-53

June 22, 1956

Mr. Wilbur E. Jones, Chairman
State Road Department of Florida
Tallahassee, Florida

Dear Mr. Jones:

Reference is made to your letter of June 15 concerning the design and financing of the toll bridge now under construction between Vancouver, Washington and Portland, Oregon.

When this project was authorized, the States of Oregon and Washington entered into an agreement under which the State of Oregon was to make the design, let the contract, and supervise the construction. The State of Washington, through its Toll Bridge Authority, which was already organized, would sell the revenue bonds and collect the tolls during the time necessary to liquidate the bonds. In connection with the sale of the bonds, the Washington Toll Bridge Authority employed the firm of Wilbur Smith & Associates to make a traffic survey, estimate of revenue and schedule of bond redemption. The amount of bonds sold for this project was $7,500,000. No question was raised by anyone as to the employment of outside consulting services for the design or supervision of construction of the project.

The Washington Toll Bridge Authority employed a firm of bond attorneys, who had previously handled several other issues of bonds for them, to prepare the necessary bond resolutions and other matters necessary in the sale of bonds. This firm is Preston, Thorgrimson and Horowitz of Seattle, Washington.

The Washington Toll Bridge Authority advertised the bonds for competitive bidding and received three bids, the lowest bid being from a syndicate headed by Union Securities of Seattle, at an effective interest rate of 3.32 per cent. Neither the bond attorneys nor the bidders upon the bond issue made any suggestion at any time that outside engineering consulting service be employed.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

G. S. Paxson
Assistant State Highway Engineer

cc Mr. W. E. Dean

Dear Bill:

Having a faint suspicion as to who inspired Mr. Jones' letter, I am sending this copy for your files.

G.S.P.

RECEIVED
JUN 25 1956
FOR FILING

171

June 22, 1956

Mr. Wilbur E. Jones, Chairman
State Road Department of Florida
Tallahassee, Florida

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Reference is made to your letter of June 15 concerning the design and financing of the toll bridge now under construction between Vancouver, Washington and Portland, Oregon.

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Very truly yours,

R. H. Baldock
State Highway Engineer

By

G. S. Paxson
Assistant State Highway Engineer

cc Mr. W. E. Dean

Dear Bill:
Having a faint suspicion as to who inspired Mr. Jones' letter, I am sending this copy for your files.
G.S.P.

OFFICERS:
WILBUR E. JONES
CHAIRMAN
H. E. LEWIS
STATE HIGHWAY ENGINEER
RALPH DAVIS
EXECUTIVE DIRECTOR
L. A. FRALEIGH
SECRETARY
CHARLES T. BOYD, JR.
ATTORNEY

STATE ROAD DEPARTMENT OF FLORIDA

TALLAHASSEE

MEMBERS:
ALBERT L. ROGERO
CLEARWATER, FLA.
EARL P. POWERS
GAINESVILLE, FLA.
RICHARD H. SIMPSON
MONTICELLO, FLA.
WILBUR E. JONES
MIAMI, FLA.
WILLIAM H. DIAL
ORLANDO, FLA.

June 15, 1956

RECEIVED
JUN 22 1956
OFFICE OF
STATE HIGHWAY ENGINEER

Mr. R. H. Baldock
State Highway Engineer
State Highway Commission
Salem, Oregon

Dear Mr. Baldock:

It has recently come to our attention that a large project on the Washington-Oregon border between the cities of Vancouver and Portland, involving a bridge across the Columbia River, is being financed from the sale of revenue certificates which are to be repaid from the proceeds of proposed toll charges. We have several projects being financed under similar arrangements and are writing to request information on your policy for employment of consulting engineers on such projects.

We realize that the sale of bonds on any toll financed project would be impossible without an independent earnings report establishing financial feasibility. After furnishing this earnings report we see no reason why our technical staff should not prepare the plans and supervise construction using our normal engineering practice and applicable AASHO specifications and design criteria. We have been advised by various fiscal agents and consulting engineers that sale of bonds on a toll financed project is practically impossible unless we retain the services of certain large, nationally known, engineering firms for design and construction purposes.

A very odd matter regarding this requirement for private technical control is that it only applies to toll financed projects. For bonds backed from any other dependable source of revenue, engineering services of our staff are satisfactory. So far in all cases of toll projects financed by revenue certificates we have employed some private engineering firm to perform all or part of the technical services, to approve payment of estimates and generally, to represent the bond holders.

NOTED
G. S. PAXSON

We would appreciate your advising us whether you found this requirement for private consultants a requisite to marketing of the bonds on the Portland-Vancouver Project. Was it seriously proposed? If not, will you give us the name of the firm of fiscal agents that handled the sale of bonds?

Your advice on this will be sincerely appreciated and will be of much assistance to this Department in forming our policies and practices on future toll projects.

Yours very truly,

Wilbur E. Jones
Chairman

WEJ:WED/m

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Your advice on this will be sincerely appreciated and will be of much assistance to this Department in forming our policies and practices on future toll projects.

Yours very truly,

Wilbur E. Jones

Wilbur E. Jones
Chairman

WEJ:WED/m

COMMISSIONERS
BEN R. CHANDLER, CHAIRMAN
COOS BAY
CHAS. H. REYNOLDS, MEMBER
LA GRANDE
M K. McIVER, MEMBER
PORTLAND

R. H. BALDOCK
STATE HIGHWAY ENGINEER
C. W. ENFIELD
CHIEF COUNSEL
H. B. GLAISYER
SECRETARY

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JUL 16 1956
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OREGON STATE HIGHWAY COMMISSION

OFFICE OF CHAS. H. REYNOLDS
P. O. BOX 898
LA GRANDE, OREGON

June 14, 1956

Mr. R. H. Baldock
State Highway Engineer
Oregon State Highway Commission
Salem, Oregon

Dear Mr. Baldock:

The Oregon Insurance Association has written several times concerning the insurance on the new Interstate Bridge at Vancouver. I understand the agreement leaves to the Washington Toll Bridge authority the matter of insurance. Perhaps I failed to look after the interest of the Oregon agents at the time the agreement was prepared but now do you think a request from the Oregon Highway Commission would be in order so that some of the commissions on this insurance would accrue to the Oregon Insurance Agents Association the same as it now does to the Washington Association.

There perhaps would not be any harm in the Commission asking that this be done and I would like to suggest that procedure.

Sincerely,
Chas H Reynolds.
Commissioner

CHR/nm

NOTED
G. S. PAXSON

REFERRED TO
E. Williams.
By State Highway Engineer

Please call Mr. Hodges and see what can be done. Thos Reynolds.

RECEIVED
JUN 15 1956
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
JUN 21 1956
FOR FILING
FORM E90—50M—2-55—02886

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
June 11, 1956

SUBJECT: Portland-Vancouver Interstate Bridge

To: Mr. G. S. Paxson
Assistant State Highway Engineer
O f f i c e

NOTED
G. S. PAXSON

I have examined the data submitted to me with your letter of April 30, 1956, and the same appears to be in order.

C. W. ENFIELD
Chief Counsel

By Robert L. May
ROBERT L. MAY, JR.
Assistant Counsel

RLM:bb

RECEIVED
JUN 1956
OFFICE OF
STATE HIGHWAY ENGINEER

FORM E-122 500M REVISED 2-51

RECEIVED
JUN 21 1956
FOR FILING

COMMISSIONERS
BEN R. CHANDLER, CHAIRMAN
Coos Bay
CHAS. H. REYNOLDS, MEMBER
La Grande
M. K. McIVER, MEMBER
Portland
H. B. GLAISYER
SECRETARY

OREGON
STATE HIGHWAY DEPARTMENT
Salem
Portland, Oregon

R. H. BALDOCK
STATE HIGHWAY ENGINEER
W. C. WILLIAMS
1ST ASST. STATE HWY. ENGR.
W. W. STIFFLER
2ND ASST. STATE HWY. ENGR.
C. W. ENFIELD
CHIEF COUNSEL

5 June, 1956

Mr. G. T. McCoy, Project Mgr.
Guy F. Atkinson Company
P. O. box 158
North Portland, Oregon

Dear Sir:

Pleasevdo not operate any heavy equipments, including cranes, tractors, trucks, etc. in the vacinity of any dike areas until the water surface reading on the Columbia River gage at Vancouver, Washington is 25.0 or lower. This will include work at bent 5 on the south approach of the Oregon Slough Bridge.

This letter confirms our telephone confirms our telephone conversation yhis morning.

Very truly yours,

Marshall Dresser
Resident Bridge Engineer

cc G. S. Paxson
P. M. Stephenson
A. G. Skelton

NOTED
G. S. PAXSON

RECEIVED
JUN 6 1956
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
JUN 11 1956
FOR FILING
7971

ARTHUR B. LANGLIE, Governor
Chairman of Authority
CLIFF YELLE, State Auditor
RALPH M. DAVIS, Chairman
Public Service Commission
R. A. MOISIO, Chairman
State Highway Commission
H. D. VAN EATON, Director
Department of General Administration

STATE OF WASHINGTON

W. A. BUGGE, Director of Highways
Ex Officio Member
D. B. HEDGES
Secretary of Authority

WASHINGTON TOLL BRIDGE AUTHORITY

TRANSPORTATION BUILDING
OLYMPIA, WASHINGTON

June 1, 1956

Oregon State Highway Department
Salem, Oregon

Attention: Mr. Glen Paxson Re: Insurance - Vancouver-Portland Interstate Bridge

Gentlemen:

In accordance with my letter of May 10, 1956, I am transmitting herewith amendments for attachment to the cover notes on the insurance on the Interstate and Oregon Slough bridges.

You will note that the rate has been reduced to 1.25% for three years based upon a deductible for flood losses being increased to 2%.

Very truly yours,

WASHINGTON TOLL BRIDGE AUTHORITY

By: D. B. HEDGES
Secretary

DBH:hm
Att.

NOTED
G. S. PAXSON

cont. #53

RECEIVED
JUN 1 1956
OREGON
STATE HIGHWAY COMMISSION

ADDENDUM TO COVERNOTE

Date May 11, 1956

WASHINGTON TOLL BRIDGE AUTHORITY

OREGON SLOUGH BRIDGE

PROPERTY DAMAGE

It is hereby understood and agreed that, effective from inception, the rate hereunder is amended to 1.25% for three years, and the deductibles are amended to read as follows:

1% Deductible all perils except earthquake and flood;
2% Deductible on flood; and
5% Deductible on earthquake, subject to a maximum of $35,000.

All other terms and conditions remain unchanged.

For attachment to Covernote No. 11649
dated April 30, 1956

MARSH & McLENNAN
MARINE DEPARTMENT
500 Russ Bldg.
San Francisco 4, Calif.

MARSH & McLENNAN
By Myron Hamilton

Form 24-1

I have been told by Mr. Hodges, Secretary of the Washington Toll Bridge Authority, that a percentage of the commission on the business goes to the Washington Association of Insurance Agents for their use in safety campaigns that they promote. Mr. Hodges said that, in so far as he knows, no local agents of any of these companies, other than the insurance brokerage firms, participated in any of the commissions on the insurance. Hodges also told me that he had been advised that the Washington Association of Insurance Agents had been in conference with the Oregon Association concerning the matter.

Very truly yours,

G. S. Paxson
Assistant State Highway Engineer

GSP:ga

cc Mr. R. H. Baldock

RECEIVED
MAY 22 1956
FOR FILING

May 21, 1956

Mr. Chas. H. Reynolds
Commissioner
Oregon State Highway Commission
P. O. Box 898
La Grande, Oregon

Dear Mr. Reynolds:

Your letter of May 18, concerning the insurance on the Interstate Bridge, has come to me since Mr. Baldock is in the hospital.

The handling of the bonds for the Interstate Bridge project was left to the Washington Toll Bridge Authority under our agreement with them. The Toll Bridge Authority has retained the Washington Association of Insurance Agents as its consultant in insurance matters and directed them to arrange for the insurance. They employed the firm of Sargent and Company, who are insurance brokers in Seattle, to arrange the combination of companies who were to carry the insurance. Sargent and Company associated themselves with Marsh & McLennan of San Francisco, who also have branch offices in both Seattle and Portland, and these two companies procured the insurance from the 16 insurance companies shown on the attachment to Mr. Baldock's letter to you of May 17.

I have been told by Mr. Hedges, Secretary of the Washington Toll Bridge Authority, that a percentage of the commission on the business goes to the Washington Association of Insurance Agents for their use in safety campaigns that they promote. Mr. Hedges said that, in so far as he knows, no local agents of any of these companies, other than the insurance brokerage firms, participated in any of the commissions on the insurance. Hedges also told me that he had been advised that the Washington Association of Insurance Agents had been in conference with the Oregon Association concerning the matter.

Very truly yours,

G. S. Paxson
Assistant State Highway Engineer

GSP:gs

cc Mr. R. H. Baldock

COMMISSIONERS
BEN R. CHANDLER, CHAIRMAN
COOS BAY
CHAS. H. REYNOLDS, MEMBER
LA GRANDE
M K. McIVER, MEMBER
PORTLAND

R. H. BALDOCK
STATE HIGHWAY ENGINEER
C. W. ENFIELD
CHIEF COUNSEL
H. B. GLAISYER
SECRETARY

OREGON STATE HIGHWAY COMMISSION

OFFICE OF CHAS. H. REYNOLDS
P. O. BOX 898
LA GRANDE, OREGON

May 18, 1956

Mr. R. H. Baldock
State Highway Engineer
Oregon State Highway Commission
Salem, Oregon

Dear Sam:

I have received your letter of May 17, 1956 addressed to the members of the commission and concerning the insurance on the Interstate and Oregon Slough Bridge.

It appears as though all of the insurance may have been placed through Washington agents and the Oregon Insurance Agents Association is concerned. Would you please advise.

Sincerely,

Chas H Reynolds
Commissioner

CHR/nm

NOTED
G. S. PAYNE

RECEIVED
MAY 21 1956
OFFICE OF
STATE HIGHWAY ENGINEER

May 17, 1946

Oregon State Highway Commission

Gentlemen:

For your information, I am attaching hereto copies of the notices of coverage by insurance of the Interstate Bridge and the Oregon Slough Bridge. This insurance is required under the terms of our bond sale. You will note that the insurance has been placed with a syndicate of 16 insurance companies at a rate of 1.5 per cent for a three-year term.

Very truly yours,

H. H. Baldock
State Highway Engineer

Attachment

GSP:gm er
cc Mr. G. S. Paxson

ARTHUR B. LANGLIE, Governor
Chairman of Authority

CLIFF YELLE, State Auditor

RALPH M. DAVIS, Chairman
Public Service Commission

R. A. MOISIO, Chairman
State Highway Commission

H. D. VAN EATON, Director
Department of General Administration

STATE OF WASHINGTON

W. A. BUGGE, Director of Highways
Ex Officio Member

D. B. HEDGES
Secretary of Authority

WASHINGTON TOLL BRIDGE AUTHORITY

TRANSPORTATION BUILDING
OLYMPIA, WASHINGTON

May 10, 1956

Oregon State Highway Department
Salem, Oregon

Attention: Mr. Glen Paxson Re: Insurance - Vancouver-Portland Interstate Bridge

Gentlemen:

In order that your files may be properly completed, I am transmitting herewith copy of cover note No. 11647, in the amount of $4,911,000.00, covering 80% Co-insurance on the Interstate Bridge and copy of covernote No. 11649, in the amount of $1,551,000.00, on the Oregon Slough Bridge.

You will note that the three year premium has been set at 1.50% on a three year basis and appears to be entirely comparable to the coverage presently in effect on the Umatilla and Dalles bridges. There is a possibility that a reduction in this premium can be obtained; however, it will be some time before we know on this and we have no assurance that any reduction is going to be forthcoming, but we are making every effort to accomplish this if possible.

Very truly yours,

WASHINGTON TOLL BRIDGE AUTHORITY

By: D. B. HEDGES
Secretary

DBH:hm
Att.

RECEIVED
MAY 14 1956
OREGON
STATE HIGHWAY COMMISSION

ESTABLISHED 1871

YUKON 2-2900

MARSH & McLENNAN

INSURANCE BROKERS AND AVERAGE ADJUSTERS

RUSS BUILDING

SAN FRANCISCO 4 April 30, 1956

(COPY)

CHICAGO
SAN FRANCISCO
MINNEAPOLIS
LOS ANGELES
SEATTLE
ST LOUIS
VANCOUVER
DULUTH
ST PAUL
PORTLAND
PHOENIX
TULSA
MILWAUKEE

NEW YORK
DETROIT
BOSTON
TORONTO
PITTSBURGH
MONTREAL
INDIANAPOLIS
BUFFALO
WASHINGTON
ATLANTA
CLEVELAND
HAVANA
LONDON

To Washington Toll Bridge Authority

№ 11647

We beg to advise having effected the following insurance for account of

Washington Toll Bridge Authority

Loss, if any, payable to Assured or order

$4,911,000 on PROPERTY DAMAGE on INTERSTATE BRIDGE (Part of $4,911,000)

At and from May 1, 1956, Noon, Pacific Standard Time

To May 1, 1959, Noon, Pacific Standard Time

INSURED WITH:			CONDITIONS:
Company	Amount	Rate	
Continental Ins. Co.	$ 736,650	1.50% for three years	Covering All Risk Property Damage on Interstate Bridge over the Columbia River between Clark County, Washington and Multnomah County, Oregon, as per Bridge Form approved by the Inland Marine Insurance Bureau, including broad form Strikes, Riots, Sabotage, Malicious Mischief, etc. 80% Co-insurance. 1% Deductible all risks except earthquake; 5% deductible on earthquake, subject to a maximum of $100,000.
Federal Ins. Co.	613,875		
Ins. Co. of N. A.	491,100		
Great American Ins. Co.	368,325		
Aetna Ins. Co.	245,550		
American Home Ins. Co.	245,550		
Atlas Ins. Co.	245,550		
Employers Fire Ins. Co.	245,550		
Fireman's Fund	245,550		
New Zealand Ins. Co.	245,550		
North British & Mercantile	245,550		
Peerless Casualty Co.	245,550		
Phoenix Ins. Co.	245,550		
U S Fire Ins. Co.	245,550		
Centennial Ins. Co.	122,775		
Universal Ins. Co.	122,775		

This document is intended for use as evidence that insurance described above has been effected, against which underwriters certificate or policy will be duly issued. Immediate advice must be given of any discrepancies, inaccuracies or necessary changes.

MARSH & McLENNAN

By Thurston Brinkhoff

FORM NO. S. F. 80-

ESTABLISHED 1871

CHICAGO
SAN FRANCISCO
MINNEAPOLIS
LOS ANGELES
SEATTLE
ST LOUIS
VANCOUVER
DULUTH
ST PAUL
PORTLAND
PHOENIX
TULSA
MILWAUKEE

MARSH & McLENNAN

INSURANCE BROKERS AND AVERAGE ADJUSTERS

RUSS BUILDING

SAN FRANCISCO 4 April 30, 1956

(COPY)

YUKON 2-2900

NEW YORK
DETROIT
BOSTON
TORONTO
PITTSBURGH
MONTREAL
INDIANAPOLIS
BUFFALO
WASHINGTON
ATLANTA
CLEVELAND
HAVANA
LONDON

To Washington Toll Bridge Authority

No. 11649

We beg to advise having effected the following insurance for account of

Washington Toll Bridge Authority

Loss, if any, payable to Assured or order

$1,551,000 on PROPERTY DAMAGE on OREGON SLOUGH BRIDGE (Part of $1,551,000)

At and from May 1, 1956, Noon, Pacific Standard Time

To May 1, 1959, Noon, Pacific Standard Time

INSURED WITH:			CONDITIONS:
Company	Amount	Rate	
Continental Ins. Co.	$ 232,650	1.30% for three years	Covering All Risk Property Damage on Oregon Slough Bridge in Multnomah County, Oregon, as per Bridge Form approved by the Inland Marine Insurance Bureau, including broad form Strikes, Riots, Sabotage, Malicious Mischief, etc.
Federal Ins. Co.	193,875		
Ins. Co. of N. A.	155,100		
Great American Ins. Co.	116,325		
Aetna Ins. Co.	77,550		
American Home Ins. Co.	77,550		
Atlas Ins. Co.	77,550		
Employers Fire Ins. Co.	77,550		
Fireman's Fund Ins. Co.	77,550		
New Zealand Ins. Co.	77,550		
North British & Mercantile	77,550		
Peerless Casualty Co.	77,550		
Phoenix Ins. Co.	77,550		
U S Fire Ins. Co.	77,550		
Centennial Ins. Co.	38,775		
Universal Ins. Co.	38,775		
			80% Co-insurance.
			1% Deductible all risks except earthquake; 5% Deductible on earthquake, subject to a maximum of $35,000.

This document is intended for use as evidence that insurance described above has been effected, against which underwriters certificate or policy will be duly issued. Immediate advice must be given of any discrepancies, inaccuracies or necessary changes.

MARSH & McLENNAN

By Turon Prentiss

FORM NO. S. F. 60-

RECEIVED
MAY 21 1956
FOR FILING

May 17, 1956

Fidelity & Deposit Company of Maryland
Robert B. Cumming, Manager
900 Failing Bldg.
Portland 4, Oregon

Gentlemen:

We enclose herewith a copy of contract No. 4653. which was awarded to Guy F. Atkinson Company by the State Highway Commission on March 27, covering the construction of the Interstate and Oregon Slough Bridges on the Pacific Highway in Multnomah County, Oregon and Clark County, Washington.

We are sending you a copy of this contract for your files as you appear as surety on the performance bond furnished by the contractor.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl
encl.

RECEIVED
MAY 16 1956
FOR FILING

7771

4653

May 16, 1956

Guy F. Atkinson Company
10 West Orange Ave.
South San Francisco, Calif.

Gentlemen:

We enclose herewith for your files a fully executed copy of contract No. 4653, which was awarded to you by the State Highway Commission on March 27, covering construction of the Interstate and Oregon Slough Bridges on the Pacific Highway in Multnomah County, Oregon and in Clark County, Washington.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl
encl.

RECEIVED
MAY 16 1956
FOR FILING

Salem, Oregon
May 15, 1956

Vancouver-Portland Interstate
Toll Bridge

Mr. P. M. Stephenson

Herewith copy of a letter from Washington Toll Bridge Authority concurring in my recommendation that we employe the California Division of Highways to handle the shop inspection of the structural steel being fabricated in the San Francisco Bay area for the Interstate Bridge.

I have discussed this with Mr. Beaton, and he has advised that they will be glad to do the work. You should address your correspondence to Mr. Hveem, Materials and Research Department, 3435 Serra Way, Sacramento 16, California.

Attach.
DBP:gm
cc Mr. C. H. Maison

C. S. Paxson

ARTHUR B. LANGLIE, Governor
Chairman of Authority

CLIFF YELLE, State Auditor

RALPH M. DAVIS, Chairman
Public Service Commission

R. A. MOSSIO, Chairman
State Highway Commission

H. D. VAN EATON, Director
Department of General Administration

STATE OF WASHINGTON

W. A. BUGGE, Director of Highways
Ex Officio Member

D. B. HEDGES
Secretary of Authority

WASHINGTON TOLL BRIDGE AUTHORITY

TRANSPORTATION BUILDING
OLYMPIA, WASHINGTON

May 14, 1956

Oregon State Highway Department
Salem, Oregon

Attention : Mr. Glen Paxson Re: Vancouver-Portland Interstate Toll Bridge

Gentlemen:

Reference is hereby made to your letter of May 10, 1956, in which you advise that it is your recommendation that the California Division of Highways be retained to do the shop inspection for you in connection with the structural steel being fabricated for the Vancouver-Portland Interstate Bridge in the San Francisco Bay area.

Please be advised that I have reviewed this matter with Mr. Bugge and Mr. Higgins and they are in complete accord with your request. This letter will serve to formally extend our approval to you in authorizing the California Division of Highways to handle the inspection work in the manner which you outlined.

Very truly yours,

WASHINGTON TOLL BRIDGE AUTHORITY

By: D. B. HEDGES
Secretary

DBH:hm
cc: W. A. Bugge
H. C. Higgins

RECEIVED
MAY 16 1956
FOR FILING

ARTHUR B. LANGLIE, Governor
Chairman of Authority
CLIFF YELLE, State Auditor
RALPH M. DAVIS, Chairman
Public Service Commission
R. A. MOSSIO, Chairman
State Highway Commission
H. D. VAN EATON, Director
Department of General Administration

STATE OF WASHINGTON

W. A. BUGGE, Director of Highways
Ex Officio Member
D. B. HEDGES
Secretary of Authority

WASHINGTON TOLL BRIDGE AUTHORITY

TRANSPORTATION BUILDING
OLYMPIA, WASHINGTON

May 15, 1956

Oregon State Highway Commission
Salem, Oregon

Attention: Mr. H. B. Glaisyer
Secretary

Re: Vancouver-Portland
Interstate Toll Bridge

Gentlemen:

In response to your letter of April 30, I am transmitting herewith two copies of Oregon State Contract No. 4653, which contract has been heretofore awarded to the Guy F. Atkinson Company for the construction of the Interstate and Oregon Slough Bridges. Please note that the two copies have been properly executed for and on behalf of the Washington Toll Bridge Authority and approved by Mr. W. A. Bugge as Director of Highways.

In furtherance of your request, you will note that one of the copies returned herewith is designated as Office Copy.

Please be advised that I have retained one copy of the subject contract for our files and the other copy is being transmitted to Mr. Bugge for the Department of Highways files.

Very truly yours,

WASHINGTON TOLL BRIDGE AUTHORITY

By: D. B. HEDGES
Secretary

DBH:hm
Att.

RECEIVED
MAY 16 1956

RECEIVED
MAY 16 1956
FOR FILING
7971
4653

COMMISSIONERS
R. A. MOISIO, CHAIRMAN
TACOMA
R. E. HENSEL, MEMBER
BREMERTON
E. C. HUNTLEY, MEMBER
COLFAX
H. E. MORGAN, MEMBER
LONGVIEW
OSCAR E. STONE, MEMBER
SPOKANE

STATE OF WASHINGTON
ARTHUR B. LANGLIE, GOVERNOR

WASHINGTON STATE HIGHWAY COMMISSION
DEPARTMENT OF HIGHWAYS

W. A. BUGGE, DIRECTOR
TRANSPORTATION BUILDING
OLYMPIA

DISTRICT OFFICES
NO. 1 SEATTLE 4
490 SPOKANE ST.
NO. 2 WENATCHEE
P. O. BOX 98
NO. 3 OLYMPIA
P. O. BOX 527
NO. 4 VANCOUVER
4200 MAIN STREET
NO. 5 YAKIMA
P. O. BOX 52
NO. 6 SPOKANE 21
N. 2820 MAYFAIR ST.

May 15, 1956

NOTED
H. B. GLAISYER

Oregon State Highway Commission
Salem, Oregon

Attention: Mr. H. B. Glaisyer, Secretary Re: Vancouver-Portland Interstate Toll Bridge

Gentlemen:

Please be advised that as of this date, Mr. Hedges of the Washington Toll Bridge Authority handed me a fully executed copy of Oregon State Contract No. 4653 as heretofore awarded to the Guy F. Atkinson Company for the construction of the Interstate and Oregon Slough Bridges.

Very truly yours,

W. A. BUGGE
Director of Highways

WAB:hm

RECEIVED
MAY 16 1956
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
MAY 11 1956
FOR FILING

7-711
4-5-3

9

May 10, 1956

Mr. D. B. Hedges, Secretary
Washington Toll Bridge Authority
Transportation Building
Olympia, Washington

Dear Mr. Hedges:

We are advised that the structural steel for the Portland-Vancouver Interstate Bridge will be fabricated in the San Francisco Bay area. On recent jobs in which structural steel was fabricated in California, we have arranged with the California Division of Highways to do the shop inspection for us. We believe that the quality of work which we get by this method is superior to any we have had from commercial inspection bureaus. They have a fixed price of $1.75 per ton for this work. If you have no objection, I propose to authorize the California Division of Highways to handle this inspection work.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

C. S. Paxson
Assistant State Highway Engineer

CSP:gm

cc Mr. P. M. Stephenson

RECEIVED
MAY 11 1956
FOR FILING

May 10, 1956

Mr. D. B. Hedges, Secretary
Washington Toll Bridge Authority
Transportation Building
Olympia, Washington

Dear Mr. Hedges:

Attached is a print from the memorandum outlining the procedure in handling estimates and other bills as arrived at in our conference at Vancouver April 24. I am sorry that the copy sent you earlier did not reach you.

Very truly yours,

G. S. Pawson
Assistant State Highway Engineer

GSP:gm
Attachment

cc Mr. P. M. Stephenson

Olympia, Washington

RECEIVED
MAY 28 1956
FOR FILING

April 30, 1956

REFERRED TO Mr. Lewis

Mr. D. B. Hedges, Secretary
Washington Toll Bridge Authority
Transportation Building
Olympia, Washington

Dear Mr. Hedges:

I hand you herewith four copies of the contract that was awarded on March 27, 1956 by Oregon State Highway Commission to Guy F. Atkinson Company for construction of the Interstate and Oregon Slough Bridges on the Pacific Highway between Portland, Oregon, and Vancouver, Washington, following sale of the bonds to finance construction of said bridges. This contract has been given the Number, 4653.

You will note that all four copies have been executed by the contractor as to agreement and bond and are now ready for execution on the part of the Washington Toll Bridge Authority. The bond incidentally has been approved by State Insurance Commissioner of Oregon as disclosed by his signature on the copy of the bond that is stamped "Office Copy". Will you please have all four copies of this contract executed by the Toll Bridge Authority and when that is done, return three copies, including the one stamped "Office Copy", to this office for further handling. The fourth copy you may keep for the records and files of the Washington Toll Bridge Authority. One of the three remaining copies is for the Washington State Highway Commission. It would be satisfactory for you to deliver such copy to Mr. Bugge, if you so desire, and in that case you need return only two to me. However, in that case I would like a letter from Mr. Bugge stating that he has received a fully executed copy of this contract.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

HSG:mm
Enclosure

cc: Mr. William A. Bugge
Director of Highways
Transportation Building
Olympia, Washington

March 30, 1956

Mr. D. B. Hedges, Secretary
Washington Toll Bridge Authority
Transportation Building
Olympia, Washington

Dear Mr. Hedges:

I though you would be interested in having a copy of the Contract and Bond form covering the construction of the Interstate and Oregon Slough Bridges on US99 between Portland and Vancouver. The same is enclosed. You will note that this is our Contract No. 4653.

I am sending to the successful bidder, Guy F. Atkinson Company, today, four copies of this contract for execution of the Contract Agreement and to furnish the necessary Performance Bond. When they have been returned I will send all copies to you for execution on the part of the Washington Toll Bridge Authority. When they have been signed by the Oregon State Highway Commission I will send to you one fully executed copy for the records and files of the Washington Toll Bridge Authority and I will send an additional executed copy to Mr. Bugge for his records.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

HBG:blm
Encl.

March 30, 1956

Mr. William A. Bugge
Director of Highways
Transportation Building
Olympia, Washington

Dear Mr. Bugge:

I enclose for your information a copy of the Contract and Bond form that has been prepared covering construction of the Interstate and the Oregon Slough Bridges on US99 between Portland and Vancouver. The number of the contract, you will note, is 4653. Four copies of the book are being forwarded today to the successful bidder, Guy F. Atkinson Company, San Francisco, for execution of the contract agreement and the performance bond.

When returned by the contractor I will forward all copies to the Washington Toll Bridge Authority for execution by that body, and when they have been signed by the Oregon State Highway Commission I will send one fully executed copy to the Washington Toll Bridge Authority and a second fully executed copy to you for your records and files.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

HBG:blm
Encl.

RECEIVED
MAY 3 - 1956
FOR FILING

FORM 830—50M—2-55

7771

4/2 F3

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
April 30, 1956

SUBJECT:

To: G. S. Paxson
Assistant State Highway Engineer
O F F I C E

On Monday, April 24, 1956, representatives of the Oregon Highway Department, the Washington Toll Bridge Authority and the Washington Highway Department met at the Washington Highway District Office in Vancouver to discuss means and methods of billing the Washington Toll Bridge Authority for Oregon and Washington expense in connection with the Interstate Bridge Project and means and methods of processing contractors periodic estimates through to payment all as required by the Agreement dated April 27, 1955. The following people attended the meeting:

D. B. Hedges	Secretary to Washington Toll Bridge Authority
H. C. Higgins	Engineer to Washington Toll Bridge Authority
W. Butts	Washington Highway Department, Auditing Secretary
Mr. Harris	Washington Highway Department, Engineer Department (District)
Mr. Neetleton	Washington Highway Department, Engineer Department (District)
G. S. Paxson	Oregon Highway Department, Assistant Highway Engineer
P. M. Stephenson	Oregon Highway Department, Bridge Engineer
C. A. Gardner	Oregon Highway Department, Bridge Office Engineer
C. H. Maison	Auditing Division, Oregon Highway Department

Procedures outlined herein will accomplish desired results.

Contractors Periodic Estimates

1. Job Engineer will prepare Oregons "Monthly Cost Report and Bridge Contractors Estimate", and submit to Oregon Bridge Engineer in usual manner. The job estimate will be prepared on a calander month basis and be submitted to Salem not later than the second day of the month following the estimate period.

NOTED
G. S. PAXSON

Sufficient copies shall be prepared to accomplish the following distribution:

1. Job Engineer
2. Division Engineer (Oregon)
3. Bridge Engineer (Oregon)
4. Auditor (Oregon)
5. Auditor (Washington) (2 copies)

TOTAL 6

Items two to five inclusive to be submitted to Bridge Engineer (Oregon) through Oregon Division Offices. Bridge Engineer (Oregon) will handle distribution of items three to five inclusive.

2. Auditor (Oregon) will prepare State of Washington estimate claim voucher in sufficient copies to accomplish following distribution:

1. Auditor (Washington) (2 copies)
2. Contractor (1 copy)
3. Auditor (Oregon) (1 copy)
4. Bridge Engineer (Oregon) (1 copy)
5. Job Engineer (Oregon) (1 copy)

TOTAL 6

Auditor (Oregon) will forward original and duplicate of estimate claim voucher to contractor for endorsement. He will also distribute other copies to interested parties.

After contractors endorsement is obtained on original and duplicate and attached copies of Oregons "Monthly Cost Report and Bridge Contractors Estimate " thereto, they will be forwarded to Washington Department of Highways, Chief Accountant for processing through his office, the Toll Bridge Authority office and payment. Warrant will be mailed directly to the Contractor with appropriate notices of payment given to Oregon and Washington Departments. Washington Chief Accountant will advise other State of Washington agencies of payment in usual manner.

Oregon Engineering Bills

Survey and Design

Oregon Bridge Department will prepare bills using Oregon Auditor object tabulation as base and supporting data to State of Washington voucher and forward to Auditor (Oregon) for billing direct to Toll Bridge Authority. Sufficient copies will be prepared to accomplish following distribution:

1. Chief Accountant (Oregon) (3 copies)
2. Auditor (Oregon) (2 copies)
3. Bridge Engineer (Oregon) (1 copy)

Current Engineering Bills

Handle as above except Auditor (Oregon) will prepare.

Funds Requirements Schedule

An estimate of funds required to meet monthly estimate payments and all other expense in connection with the entire project was handed to Mr. Hedges of the Toll Bridge Authority. He is to return a copy of the schedule for our files.

All of the above is to be considered as procedure on an "on trial" basis, and may be altered to meet needs by consent of all parties concerned.

P. M. Stephenson
Bridge Engineer

CAG/wlk

cc: G. S. Paxson (3)
C. H. Maison (2)
Marshall Dresser

RECEIVED
MAY 1 1956
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
MAY 1 - 1956
FOR FILING
2971
41653

April 30, 1956

Mr. Fred H. Paulus
Deputy Treasurer
Capitol Building
Salem, Oregon

Dear Mr. Paulus:

Attached are copies of the following data from the Washington Toll Bridge Authority. If you find anything in them worthy of comment, I would appreciate having it.

1. Certified excerpts of the Minutes of the meeting of the Washington Toll Bridge Authority of March 6, 1956 showing the adoption of Resolution No. 312 and the selection of the Trustee.

2. Certified excerpt of the Minutes of the meeting of the Washington Toll Bridge Authority of March 16, 1956 showing the adoption of Resolution No. 314.

3. Certified excerpt of the Minutes of the meeting of March 27, 1956, of the Washington Toll Bridge Authority, showing the adoption of Resolution No. 316.

4. Certified copies of Resolutions No. 312, 314 and 315.

5. Fully executed copy of Resolution No. 316.

6. Certified copies of the bond bids on the Vancouver-Portland Interstate Toll Bridge received by the Washington Toll Bridge Authority.

7. Certified copy of the Minutes of the meeting of the Washington Toll Bridge Authority of March 27, 1956.

Very truly yours,

G. S. Paxson
Assistant State Highway Engineer

GSP:gs
Attach.

RECEIVED
MAY 1 - 1956
FOR FILING

1971

Salem, Oregon
April 30, 1956

Portland-Vancouver Interstate Bridge

Mr. C. W. Enfield

Herewith copy of the following data received from the Washington Toll Bridge Authority. It would be appreciated if you would check this over to make sure that it corresponds with the agreements reached at our conferences with the Washington Toll Bridge Authority.

1. Certified excerpts of the Minutes of the meeting of the Washington Toll Bridge Authority of March 6, 1956, showing the adoption of Resolution No. 312 and the selection of the Trustee.

2. Certified excerpt of the Minutes of the meeting of the Washington Toll Bridge Authority of March 16, 1956 showing the adoption of Resolution No. 314.

3. Certified excerpt of the Minutes of the meeting of March 27, 1956, of the Washington Toll Bridge Authority, showing the adoption of Resolution No. 316.

4. Certified copies of Resolutions No. 312, 314 and 315.

5. Fully executed copy of Resolution No. 316.

6. Certified copies of the bond bids on the Vancouver-Portland Interstate Toll Bridge received by the Washington Toll Bridge Authority.

7. Certified copy of the Minutes of the meeting of the Washington Toll Bridge Authority of March 27, 1956.

G. S. Paulson

GSP:gm
Encl.

ARTHUR B. LANGLIE, Governor
Chairman of Authority

CLIFF YELLE, State Auditor

RALPH M. DAVIS, Chairman
Public Service Commission

R. A. MORRIS, Chairman
State Highway Commission

H. D. VAN EATON, Director
Department of General Administration

STATE OF WASHINGTON

W. A. BUGGE, Director of Highways
Ex Officio Member

D. B. HEDGES
Secretary of Authority

WASHINGTON TOLL BRIDGE AUTHORITY

TRANSPORTATION BUILDING
OLYMPIA, WASHINGTON

April 25, 1956

Oregon State Highway Commission
Salem, Oregon

Attention: Mr. R. H. Baldock Re: Vancouver-Portland Interstate Toll Bridge

Gentlemen:

I am transmitting herewith three complete sets of the following documents:

1. Certified excerpts of the Minutes of the meeting of the Washington Toll Bridge Authority of March 6, 1956, showing the adoption of Resolution No. 312 and the selection of the Trustee.

2. Certified excerpt of the Minutes of the meeting of the Washington Toll Bridge Authority of March 16, 1956, showing the adoption of Resolution No. 314.

3. Certified excerpt of the Minutes of the meeting of March 27, 1956, of the Washington Toll Bridge Authority, showing the adoption of Resolution No. 316.

4. Certified copies of Resolutions Nos. 312, 314 and 315.

5. Fully executed copy of Resolution No. 316

6. Certified copies of the bond bids on the Vancouver-Portland Interstate Toll Bridge received by the Washington Toll Bridge Authority.

7. Certified copy of the Minutes of the meeting of the Washington Toll Bridge Authority of March 27, 1956.

The subject documents are submitted in order that your file record may be properly completed.

Very truly yours,

WASHINGTON TOLL BRIDGE AUTHORITY

By: D. B. HEDGES
Secretary

DBH:hm
Att.

APR 26 1956
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
OCT 17 1956
FOR FILING
7971
4653

April 24, 1956

Mr. George H. Atkinson, President
Guy F. Atkinson Company
Contractors and Engineers
103 Orange Avenue
South San Francisco, California

REFERRED TO Mr. & Mrs. Lewis
BY SECRETARY
NOTED
FLOYD QUERY

Dear Mr. Atkinson:

I wish to thank you for your letter of April 19, 1956 advising that you have appointed Mr. George T. McCoy, Jr. as Project Manager and Mr. William T. Henager as Project Engineer to supervise construction of the Interstate and Oregon Slough Bridges on US99 between Portland, Oregon and Vancouver, Washington, State Highway Contract No. 4653, also advising the address of your temporary office and your permanent mailing address for this job.

Thank you for this information, which I am passing on to Mr. R. H. Baldock, State Highway Engineer, for his information and the information of others who are concerned with this project.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

HBG:blm
cc: (Photocopies of letter from Mrs. Atkinson sent to the following: W. C. Williams, T. M. Stephenson, L. A. Rapsey, W. A. Bugge, Mr. Hedges of Wash. Toll Bridge Authority)

ACKNOWLEDGED
H. B. GLANTZER

GUY F. ATKINSON CHAIRMAN OF BOARD
GEO. H. ATKINSON, PRESIDENT
A E HOLT SENIOR VICE-PRESIDENT
D E ROOT, VICE-PRESIDENT
W A. KETTLEWELL, VICE-PRESIDENT
E M JENNETT, VICE-PRESIDENT
E B SKEELS VICE-PRESIDENT
F R BONNER, VICE-PRESIDENT
G W WINTZ VICE-PRESIDENT
H H HUNT, VICE-PRESIDENT
R W ATKINSON, VICE-PRESIDENT
G P GORDON VICE-PRESIDENT
R S KERR, VICE-PRESIDENT AND CHIEF ENGINEER
J J MORTON VICE-PRESIDENT
A H STEINER VICE-PRESIDENT
DONALD K GRANT SECRETARY
J H WAUGH TREASURER

GUY F. ATKINSON COMPANY

CONTRACTORS AND ENGINEERS

10 WEST ORANGE AVENUE
SOUTH SAN FRANCISCO

SOUTH SAN FRANCISCO
LONG BEACH
PORTLAND
SEATTLE

April 18, 1956

Oregon State Highway Commission
Salem
Oregon

Attention: Mr. H. B. Glaisyer, Secretary

Gentlemen:

With reference to our Contract No. 4653 for the construction of the Interstate and Oregon Slough Bridges over the Columbia River, between Portland, Oregon, and Vancouver, Washington, we take this opportunity to formally advise you that Mr. George T. McCoy, Jr. has been appointed as our project manager for this project. He will be assisted by Mr. William T. Henager as project engineer.

Mr. McCoy has established a temporary office in our Portland Yard headquarters at 5315 N. E. 101st Avenue, until a more permanent office can be set up at the job site. The permanent mailing address for the job will be the Guy F. Atkinson Company, P. O. Box 158 North, Portland, Oregon.

We are sure that you will find Mr. McCoy and Mr. Henager fully qualified, cooperative and most conscientious in completing the project to your complete satisfaction.

Mr. McCoy has full authority to act in our behalf in all matters pertaining to this project.

Yours very truly,

GUY F. ATKINSON COMPANY

Geo. H. Atkinson
President

RECEIVED
APR 19 1956
STATE HIGHWAY COMMISSION

ACKNOWLEDGED
H. B. GLAISYER

RECEIVED
APR 26 1956
FOR FILING

7971
4653

April 24, 1956

Mr. William A. Bugge
Director of Highways
Transportation Building
Olympia, Washington

Dear Mr. Bugge:

I thought you would be interested in reading the attached copy of a letter that I have just received from Guy F. Atkinson Company regarding the bridge construction project on US99 between Portland, Oregon and Vancouver, Washington, recently awarded to that company, being Oregon State Highway Contract No. 4653.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

HBG:blm
Encl.

RECEIVED
APR 26 1956
FOR FILING

7171
4653

April 24, 1956

Mr. D. B. Hedges, Secretary
Washington Toll Bridge Authority
Transportation Building
Olympia, Washington

Dear Mr. Hedges:

I thought you would be interested in reading the attached copy of a letter that I have just received from Guy F. Atkinson Company regarding the bridge construction project on US99 between Portland, Oregon and Vancouver, Washington, recently awarded to that company, being Oregon State Highway Contract No. 4653.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

HBG:blm
Encl.

RECEIVED
APR 23 1956
FOR FILING

REFERRED TO Williams
BY SECRETARY

GUY F. ATKINSON COMPANY
CONTRACTORS AND ENGINEERS
10 WEST ORANGE AVENUE
SOUTH SAN FRANCISCO

SOUTH SAN FRANCISCO
LONG BEACH
PORTLAND
SEATTLE

GUY F ATKINSON CHAIRMAN OF BOARD
GEO. H ATKINSON PRESIDENT
A E HOLT SENIOR VICE-PRESIDENT
D E BOOT VICE PRESIDENT
W A KETTLEWELL VICE PRESIDENT
E M JENNETT VICE PRESIDENT
E B SKEELS VICE PRESIDENT
F R BONNER VICE PRESIDENT
G W WINTZ VICE PRESIDENT
H H HUNT VICE PRESIDENT
R W ATKINSON VICE-PRESIDENT
G P GORDON VICE-PRESIDENT
R S KERR VICE PRESIDENT AND CHIEF ENGINEER
J J MORTON VICE PRESIDENT
A H STEINER VICE PRESIDENT
DONALD K. GRANT SECRETARY
J H WAUGH TREASURER

April 18, 1956

Oregon State Highway Commission
Salem
Oregon

NOTED
W. C. WILLIAMS

Attention: Mr. H. B. Glaisyer, Secretary

Gentlemen:

With reference to our Contract No. 4653 for the construction of the Interstate and Oregon Slough Bridges over the Columbia River, between Portland, Oregon, and Vancouver, Washington, we take this opportunity to formally advise you that Mr. George T. McCoy, Jr. has been appointed as our project manager for this project. He will be assisted by Mr. William T. Henager as project engineer.

Mr. McCoy has established a temporary office in our Portland Yard headquarters at 5315 N.E. 101st Avenue, until a more permanent office can be set up at the job site. The permanent mailing address for the job will be the Guy F. Atkinson Company, P.O. Box 158 North, Portland, Oregon.

We are sure that you will find Mr. McCoy and Mr. Henager fully qualified, cooperative and most conscientious in completing the project to your complete satisfaction.

Mr. McCoy has full authority to act in our behalf in all matters pertaining to this project.

Yours very truly,

GUY F. ATKINSON COMPANY

Geo. H. Atkinson
President

RECEIVED
APR 19 1956
OREGON
STATE HIGHWAY COMMISSION

ACKNOWLEDGED
H. B. GLAISYER

RECEIVED
APR 19 1956
FOR FILING

Filed 9

GUY F. ATKINSON COMPANY

CONTRACTORS AND ENGINEERS

10 WEST ORANGE AVENUE
SOUTH SAN FRANCISCO

SOUTH SAN FRANCISCO
LONG BEACH
PORTLAND
SEATTLE
DENVER

GUY F ATKINSON, CHAIRMAN OF BOARD
GEO. H. ATKINSON, PRESIDENT
A E HOLT, SENIOR VICE-PRESIDENT
D E ROOT, VICE-PRESIDENT
W A KETTLEWELL, VICE-PRESIDENT
E M. JENNETT, VICE-PRESIDENT
E B SKEELS, VICE-PRESIDENT
F R. BONNER, VICE-PRESIDENT
G W WINTZ, VICE-PRESIDENT
H H HUNT, VICE-PRESIDENT
R W ATKINSON, VICE-PRESIDENT
G. E GORDON, VICE-PRESIDENT
R E KERR, VICE-PRESIDENT AND CHIEF ENGINEER
J J. MORTON, VICE-PRESIDENT
A H. STEINER, VICE-PRESIDENT
DONALD K. GRANT, SECRETARY
J. H WAUGH, TREASURER

7971
4653

April 17, 1956

Oregon State Highway Department
Salem
Oregon

Gentlemen:

Re: Contract No. 4653
Interstate and Oregon Slough Bridges

We enclose herewith the above referenced contract, duly executed, in quadruplicate, with its performance bonds rightly so executed.

When it has been duly executed on behalf of the State of Oregon and by the State of Washington, please see that one signed copy is returned to us for our files.

Very truly yours,

GUY F. ATKINSON COMPANY

Donald K. Grant

Donald K. Grant
Secretary

4 Enclosures

RECEIVED
APR 19 1956
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
APR 26 1956
FOR FILING

ADDRESS REPLY TO
THE DISTRICT ENGINEER
(NOT TO INDIVIDUALS)

CORPS OF ENGINEERS, U.S. ARMY
OFFICE OF THE DISTRICT ENGINEER
PORTLAND, OREGON DISTRICT
628 PITTOCK BLOCK
PORTLAND 5, OREGON

7971
NPPRS-4
4153

REFER TO FILE NO. NPP 800.6(Col.R.-Bridges)-5.

April 12, 1956

Oregon State Highway Department

Salem, Oregon

ATTENTION: Mr. R. H. Baldock, State Highway Engineer

Gentlemen:

In view of recent reports in the local press that the contract has been let for the new bridge to cross Columbia River between Portland, Oregon, and Vancouver, Washington, it appears advisable to invite your attention to one of the conditions of the instrument approving the bridge.

Condition 6 of the instrument dated June 18, 1954, requires that "further detailed plans of the proposed bridge shall be furnished the Chief of Engineers before construction is commenced".

Please furnish the required plans in quadruplicate at your earliest opportunity in order to comply with the foregoing condition.

Very truly yours,

JACKSON GRAHAM
Colonel, Corps of Engineers
District Engineer

4/13/56
Stephenson to send plans and specifications.
HHS

RECEIVED
APR 1956
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
APR 9 - 1956
FOR FILING

7971

4653

April 6, 1956

Paul F. Nolan Insurance
319 S. W. Washington St.
Portland 4, Oregon

Attention: Paul F. Nolan

Dear Sir:

As requested in your letter of April 2, 1956, United States Fidelity and Guaranty Company, Policy No. J-53344 for Workmen's Compensation and Employer's Liability Insurance at the Interstate Bridge is returned herewith for cancellation.

We appreciate your cooperation in this matter.

Very truly yours,

R. H. Baldock
State Highway Engineer

By
G. S. Paxson
Assistant State Highway Engineer

ALsbt
Enclosure
cc - I. A. DeFrance
Floyd Query

RECEIVED
APR 1 - 1956

OR FILING
7171
4653

PAUL F. NOLAN
INSURANCE
PORTLAND TRUST BLDG. 319 S. W. WASHINGTON ST.
TELEPHONES:
CApitol 3-2362 • CApitol 7-[illegible]
PORTLAND 4, OREGON

FIRE
AUTOMOBILE
LIABILITY
BURGLARY
MARINE
LIFE
BONDS

Cross Referenced To:
Maint
Sessions
Civil Mgr.

April 2, 1956

Oregon State Highway Department
Salem, Oregon

Attention: Mr. W. W. Stiffler

Gentlemen: Re: USF&G Policy No. J-53344
Workmen's Comp. & Employers Liab.

We'll be very happy to cancel the captioned policy. Please mail it back to us for a credit and we'll make an audit around the first of May to determine the amount.

Very truly yours,

P Nolan

Paul F. Nolan

PFN/r

Duplicate copy sent to Mr. De France 4-3-56. ER

NOTED
W. W. STIFFLER

RECEIVED
APR 3 1956
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
APR 2 - 1956
FOR FILING

1911
46 3

March 30th, 1956

Cross Referenced To:
Maint
Design
Act. - Mtg.

Paul F. Nolan Insurance
319 S. W. Washington Street
Portland 4, Oregon

Attention: Wm. F. Nolan

Dear Sirs:

Reference is made to United States Fidelity and Guaranty Company Policy No. J-51347 which provides Workmen's Compensation and Employers' Liability Insurance for the operation of the Interstate Bridge for the period beginning at 12:01 A.M., June 1, 1955 and further provides the same thing in 1956.

Our Attorney advises us that revisions in the Oregon State Law require us to cover these employees under the Oregon State Industrial Accident Commission. Arrangements have been made to do this, effective April 1, 1956, and for this reason the policy will be allowed to expire as mentioned above on March 31, 1956 at 12:01 A.M., April 1, 1956.

We understand that the final premium due on this policy will be determined only after an audit has been made of our payrolls covering this Interstate operation, in accordance with the provisions of Endorsement No. 6 attached to and forming a part of said policy. Payroll charges for the month of March will not be completely entered on the Comptrollers books until approximately the middle of April and we suggest that about that time you have your Auditor make his final check.

The above notice of cancellation is in confirmation of telephone conversation between yourself and Mr. I. A. DeFrance of this office on this date.

We appreciate your services in the handling of this insurance during the past few years and wish to thank you for your consideration in handling the details of this cancellation.

Very truly yours,

E. H. Hallock
State Highway Engineer

By
W. W. Stiffler
Assistant State Highway Engineer

NOTED
W. W. STIFFLER

IAD:bt
cc - I. A. DeFrance
A. G. Shelton
L. V. Cotton

Wash. Dept. of Hwys., Att: J. L. Strandberg, Maint. Eng.
Olympia, Washington
William Bailey, District Engineer
[illegible] St., Vancouver, Washington

FORM E-30X—50,000—10-54—79464

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

March 29, 1956

SUBJECT: Industrial Accident coverage
Astoria-Megler Ferries

To: R. M. Smith
District Maintenance Superintendent
Astoria-Megler Ferries
Astoria, Oregon

Arrangements have been made with the Oregon State Industrial Accident Commission to cover ticket agents and other personnel that may be required to work periodically on the Washington side of the Columbia River.

Therefore, effective April 1, 1956, all personnel of the Astoria-Megler Ferry system will be covered by Oregon State Industrial Accident Insurance, and will contribute the employees' share of 40¢ per month for this coverage.

Will you kindly effect these changes on your April time report.

C. H. Maison

C. H. Maison
Auditor

CHM:cg

cc: W. W. Stiffler
I. A. DeFrance
Lloyd Gregg
C. F. Smith

NOTED
W. W. STIFFLER

FORM S-126 9M4 REVISED 2-56

COMMISSIONERS
BEN R. CHANDLER, CHAIRMAN
Coos Bay
CHAS. H. REYNOLDS, MEMBER
La Grande
M. K. McIVER, MEMBER
Portland
H. B. GLAISYER
Secretary

OREGON
STATE HIGHWAY DEPARTMENT
SALEM

R. H. BALDOCK
State Highway Engineer
W. C. WILLIAMS
1st Asst. State Hwy. Engr.
W. W. STIFFLER
2nd Asst. State Hwy. Engr.
C. W. ENFIELD
Chief Counsel

March 29, 1956

State Industrial Accident Commission
Public Service Building
Salem, Oregon

Attention: R. G. Savage
Assistant Commissioner

Gentlemen:

This letter will confirm our telephone conversation of March 29, 1956, regarding coverage for employees of the Oregon State Highway Department who work on the Interstate Bridge between Portland and Vancouver, and also those who work on the Washington side of the Astoria-Megler Ferry system.

Our commercial liability policy covering the Interstate Bridge employees will be cancelled as of 12:01 a.m., April 1, 1956. We will also discontinue payment to the Washington Department of Labor and Industries for their industrial insurance on employees of the Astoria-Megler Ferry system as of April 1, 1956.

Very truly yours,

R. H. Baldock
State Highway Engineer

By: C. H. Maison
C. H. Maison
Auditor

CHM:cg

cc: W. W. Stiffler
I. A. DeFrance

NOTED
W. W. STIFFLER

STATE INDUSTRIAL ACCIDENT COMMISSION
SALEM, OREGON

FORM 69

COPY

March 28, 1956

Firm Division

R.G.S.-9300

Oregon State Highway Commission
State Highway Building
Salem, Oregon

Gentlemen: Attention: C. W. Enfield, Chief Counsel

This letter will summarize the information which has been exchanged between the Oregon State Highway Commission and the State Industrial Accident Commission pertaining to coverage of employees of the Highway Commission who are required to work at the terminals of the Astoria-Megler Ferry as well as in the maintenance of the Interstate Bridge.

We understand that for many years the employees who have been engaged in the maintenance and operation of the Interstate Bridge have been covered by a private policy which has been carried by the Oregon Highway Commission. It is our further understanding that these employees are required to work in both the States of Oregon and Washington, and that a similar circumstance exists at the Astoria-Megler Ferry terminals.

This letter is to inform you that based on an opinion of the Commission's Chief Counsel, Ray Lafky, coverage will be extended by the Oregon State Industrial Accident Commission to all employees of the Oregon State Highway Commission who work at these locations, with the exception of any Washington resident who may be employed to work exclusively within the State of Washington.

Assuming that you may be able to cancel your private policy immediately, we will make this coverage effective on April 1, 1956. If this date does not meet with your approval, will you please inform us of the date on which your policy is cancelled, and we will adjust our records accordingly.

If you have questions regarding this coverage, please contact us.

Very truly yours,

STATE INDUSTRIAL ACCIDENT COMMISSION

R. G. Savage

R. G. Savage, Assistant Commissioner

RGS:KH

c.c. W. W. Stiffler, Ass't. Highway Engineer
c.c. C. H. Maison, Auditor

NOTED
W. W. STIFFLER

RECEIVED
MAR 28 1956
OFFICE OF
STATE HIGHWAY ENGINEER

FORM S-125 90M REVISED 2-52

RECEIVED
JAN 11 1956
FOR FILING
7271
4653

Cross Referenced To:
Maint
Bridges
Astr - Mgr

COMMISSIONERS
BEN R. CHANDLER, CHAIRMAN
Coos Bay
CHAS. H. REYNOLDS, MEMBER
La Grande
M. K. McIVER, MEMBER
Portland
H. B. GLAISYER
SECRETARY

OREGON
STATE HIGHWAY DEPARTMENT
SALEM

R. H. BALDOCK
STATE HIGHWAY ENGINEER
W. C. WILLIAMS
1ST ASST. STATE HWY. ENGR.
W. W. STIFFLER
2ND ASST. STATE HWY. ENGR.
C. W. ENFIELD
CHIEF COUNSEL

January 10, 1956

Mr. R. G. Savage
Assistant Commissioner
State Industrial Accident Commission
Salem, Oregon

Re: Workmen's Compensation
and Employers' Liability
Policy No. J53344
Interstate Bridge

Dear Mr. Savage:

In your letter of September 13, 1955, reference as above, and addressed to Mr. McAdams, then assistant attorney with this office, you advised that notice would be given as soon as a decision has been reached regarding the coverage for employees of the Highway Commission who work on the Interstate Bridge, as well as those who work at the terminals of the Astoria-Megler Ferry.

I understand that the Chief Engineers of the Oregon State Highway Commission and the Director of Highways for the Washington Highway Department as the Committee for the Interstate Bridge have authorized the coverage of all employees on the Interstate Bridge under the Oregon Workmen's Compensation Law, and that all that remains to be done is for your Commission to determine the amount of the premium and advise of the effective date of the coverage.

We would appreciate early advice in regard to both matters so that our Auditor can make the proper deductions and the private insurance presently in effect can be cancelled and the unearned premium recovered.

Yours very truly,

C. W. ENFIELD
Chief Counsel

By

ROBERT L. MAY, JR.
Assistant Counsel

GER:jfw
cc: W. W. Stiffler
I. A. DeFrance
C. H. Maison

NOTED
W. W. STIFFLER

7971 Vancouver Interstate and Oregon Slough Bridge

Folder #5

4453

7971 Vancouver Interstate and Oregon Slough Bridge

Folder #5

RECEIVED
APR 1956
FOR FILING

file

GUY F. ATKINSON COMPANY

CONTRACTORS AND ENGINEERS

10 WEST ORANGE AVENUE
SOUTH SAN FRANCISCO

SOUTH SAN FRANCISCO
LONG BEACH
PORTLAND
SEATTLE

GUY F. ATKINSON, CHAIRMAN OF BOARD
GEO H. ATKINSON, PRESIDENT
A E. HOLT, SENIOR VICE-PRESIDENT
D E ROOT, VICE-PRESIDENT
W A KETTLEWELL, VICE-PRESIDENT
E M JENNETT, VICE-PRESIDENT
E. B SKEELS, VICE-PRESIDENT
F R BONNER, VICE-PRESIDENT
G W WINTZ VICE-PRESIDENT
H H HUNT, VICE-PRESIDENT
R W ATKINSON, VICE-PRESIDENT
G P GORDON, VICE-PRESIDENT
R S KERR, VICE-PRESIDENT AND CHIEF ENGINEER
J J. MORTON, VICE-PRESIDENT
A. H STEINER, VICE-PRESIDENT
DONALD K GRANT, SECRETARY
J. H WAUGH TREASURER

7971

4652

March 31, 1956

Oregon State Highway Commission
Salem
Oregon

NOTED
H. B. GLAISYER

Attention: Mr. H. B. Glaisyer, Secretary

Gentlemen:

This will acknowledge receipt of your letter of March 27, 1956, in which you state that the contract for the Interstate and Oregon Slough Bridges over the Columbia River, between Portland, Oregon, and Vancouver, Washington, in Multnomah and Clark Counties, for the sum of $6,681,940.00 has been awarded to us.

We thank you for this advice, and will await the contract papers here. Meanwhile, as explained by our Mr. G. P. Gordon the other day, we will expect to assign a manager to the project and commence operations.

Yours very truly,

GUY F. ATKINSON COMPANY

Geo. H. Atkinson

Geo. H. Atkinson
President

RECEIVED
APR 2 1956
STATE ... COMMISSION

exceed $14,500,000, payable out of the revenues to be derived from the toll col-

lected for the use and operation of both such bridges as a single toll facility be

RECEIVED
APR 2 - 1956
FOR FILING

7991
4653

March 30, 1956

Guy F. Atkinson Company
10 West Orange Avenue
South San Francisco, Calif.

Gentlemen:

We enclose herewith five copies of contract No. 4653, which was awarded to you by the Oregon State Highway Commission on March 27, for constructing the Interstate and Oregon Slough Bridges on the Pacific Highway in Multnomah County, Oregon and Clark County, Washington.

Please execute four of these copies as to contract and bond, and return to this office for execution by the Oregon State Highway Commission and the Washington Toll Bridge Authority.

The fifth copy of the contract, on the cover of which is stamped "ADVANCE COPY to be Retained by Contractor", is furnished for your information pending receipt of a copy containing the signatures of both the Oregon State Highway Commission and the Washington Toll Bridge Authority.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl
encls.

exceed $14,500,000, payable out of the revenues to be derived from the tolls collected for the use and operation of both such bridges as a single toll facility be

RECEIVED
APR 2 - 1956
FOR FILING

Butler Construction & Engineering Co.

Seattle 4, Washington

MAIN OFFICE & WAREHOUSE
3419 THIRTEENTH AVENUE S. W.
SEATTLE, WASHINGTON
SENECA 2339

ANCHORAGE OFFICE & WAREHOUSE
LOWER POST ROAD
ANCHORAGE, ALASKA
TELEPHONE 49141

GENERAL CONSTRUCTION
INDUSTRIAL WORK 7911
RAILROAD WORK
CONCRETE TANKS
BRIDGES
WHARFS 465

March 30, 1956

Oregon State Highway Commission
Salem, Oregon

Attention: Mr. H. B. Glaisyer,
Secretary

NOTED
H. B. GLAISYER

Dear Mr. Glaisyer:

We thank you for sending the bid tabulations for the Inter-State and Oregon Slough Bridges. It is very much appreciated.

Sincerely,

BUTLER CONSTRUCTION & ENGINEERING COMPANY
BY: Wm. P. Butler

WP /r

REFERRED
BY SECRETARY

RECEIVED
APR 2 1956
OREGON
STATE HIGHWAY COMMISSION

exceed $14,500,000, payable out of the revenues to be derived from the tolls collected for the use and operation of both such bridges as a single toll facility be

RECEIVED
APR 3 - 1956
FOR FILING

files

MONTGOMERY
MECO
ELECTRIC CO.

CAPITOL 8-6494

Electrical Contracting & Service

2375 N. W. THURMAN STREET - - PORTLAND 10, OREGON

1971

4253

March 29, 1956

Oregon State Highway Commission
Highway Building
Salem, Oregon

NOTED
FLOYD QUERY

Gentlemen:

We are returning to you under seperate cover one set of drawings and specifications covering the new Interstate Bridge No. 7333, known as Unit No. 1, Columbia River Crossing, Portland-Vancouver Interstate Toll Bridge, Pacific Highway.

Yours very truly,

MONTGOMERY ELECTRIC COMPANY

C S Card

C S Card

RECEIVED
APR 2 1956
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
APR 2 - 1956
OREGON STATE HIGHWAY COMMISSION
BRIDGE DEPARTMENT

exceed $14,500,000, payable out of the revenues to be derived from the tolls collected for the use and operation of both such bridges as a single toll facility be

RECEIVED
APR 2 - 1956
FOR FILING

Mr. Stiffler

COMMISSIONERS
BEN R. CHANDLER, CHAIRMAN
Coos Bay
CHAS. H. REYNOLDS, MEMBER
La Grande
M. K. McIVER, MEMBER
Portland
H. B. GLAISYER
SECRETARY
4659

OREGON
STATE HIGHWAY DEPARTMENT
SALEM

March 29, 1956

R. H. BALDOCK
STATE HIGHWAY ENGINEER
W. C. WILLIAMS
1ST ASST. STATE HWY. ENGR.
W. W. STIFFLER
2ND ASST. STATE HWY. ENGR.
C. W. ENFIELD
CHIEF COUNSEL

Mr. R. G. Savage
Assistant Commissioner
State Industrial Accident Commission
Salem, Oregon

Dear Mr. Savage:

Thank you for your letter of March 28, 1956, advising that the Oregon State Industrial Accident Commission will extend coverage to all employees of the Oregon State Highway Commission who work at the terminals of the Astoria-Megler Ferry and in maintenance of the Interstate Bridge between Portland and Vancouver, with the exception of any Washington resident who may be employed exclusively within the State of Washington.

I understand from Mr. I. A. DeFrance, Assistant Maintenance Engineer, that the Oregon State Highway Commission has two employees living in the State of Washington at Megler who are presently covered by the Washington Industrial Accident Commission, and that the maintenance employees working on the Interstate Bridge are presently covered by private insurance, which policy will expire June 2, 1956. Some of the maintenance personnel of the Interstate Bridge, I believe, live in Washington and work exclusively in Washington, inasmuch as it is our opinion that the entire draw span of the Interstate Bridge is located within the State of Washington. The exception contained in your letter, which provides that Washington residents working exclusively in Washington will not be covered by the Oregon State Industrial Accident Commission, would necessitate the continuance of this private policy to cover some of the Interstate Bridge maintenance employees.

We are immediately arranging to place all of our employees working at the Astoria-Megler Ferry under coverage of the Oregon State Industrial Accident Commission, including the two men who were covered by the Washington State Industrial Accident Commission. However, our situation at the Interstate Bridge is still complicated by reason of the exception in your letter pertaining to Washington residents who work exclusively within the State of Washington. I have discussed this matter in the past with Mr. Lafky, Chief Counsel for the State Industrial Accident Commission, and he and I are both of the opinion that the Washington State Industrial Accident Commission does not have jurisdiction over the employer when such employer is the State of Oregon, and that any employee of the State of Oregon, irrespective of where he may work or reside, should be covered by the Oregon State Industrial Accident Commission.

NOTED
W. W. STIFFLER

exceed $14,500,000, payable out of the revenues to be derived from the tolls collected for the use and operation of both such bridges as a single toll facility be

I would appreciate your reviewing this matter with respect to the exception contained in your letter so that we may, if it is possible to so do, bring all of our employees under coverage of the Oregon State Industrial Accident Commission irrespective of where they may work or reside.

Very truly yours,

C. W. ENFIELD
Chief Counsel

CWE:bb

cc: Mr. W. W. Shiffler
Mr. C. H. Maisen
Mr. E. A. Collier
Mr. I. A. DeFrance

RECEIVED
MAR 30 1956
OFFICE OF
STATE HIGHWAY ENGINEER

exceed $14,500,000, payable out of the revenues to be derived from the tolls collected for the use and operation of both such bridges as a single toll facility be

RECEIVED
MAR 28 1956
FOR FILING

7971

4652

March 28, 1956

Mr. Wm. P. Butler
c/o Butler Construction & Engineering Co.
3419 13th Avenue S. W.
Seattle, Washington

Dear Mr. Butler:

Our unit bid tabulations have just been released for distribution.

As requested in your letter of March 12, 1956, we are enclosing the itemized unit bids for the Interstate and Oregon Slough Bridges, which bids were received by the Oregon State Highway Commission at its meeting of March 1, 1956.

Respectfully yours,

OREGON STATE HIGHWAY COMMISSION

H. B. Glaisyer,
Secretary

CWH:lt
Enclosure

exceed $14,500,000, payable out of the revenues to be derived from the tolls collected for the use and operation of both such bridges as a single toll facility be

RECEIVED
MAR 13 1956
FOR FILING

7971
4653

March 13, 1956

Mr. Wm. P. Butler
c/o Butler Construction & Engineering Co.
3419 13th Avenue S. W.
Seattle, Washington

Dear Mr. Butler:

As requested in your letter of March 12, 1956 I shall be pleased to furnish you a tabulation of the bids received by the Highway Commission at its meeting on March 1, 1956 for construction of the Portland-Vancouver Interstate Bridges. Our unit price tabulation is now being prepared, and I anticipate it will be ready for distribution in a week or so.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

HBG:jmc

cc: Cecil Head

Cecil:

Please keep this in mind and send him a tabulation when it is ready.

HBG

exceed $14,500,000, payable out of the revenues to be derived from the tolls collected for the use and operation of both such bridges as a single toll facility be

Butler Construction & Engineering Co.

Seattle 4, Washington

GENERAL CONSTRUCTION
INDUSTRIAL WORK
RAILROAD WORK
CONCRETE TANKS
BRIDGES
WHARFS

March 12, 1956

MAIN OFFICE & WAREHOUSE
3419 THIRTEENTH AVENUE S. W.
SEATTLE, WASHINGTON
SENECA 2339

ANCHORAGE OFFICE & WAREHOUSE
LOWER POST ROAD
ANCHORAGE, ALASKA
TELEPHONE 49141

Oregon Highway Commission
State Highway Department
Salem, Oregon

Gentlemen:

We were very much interested in the Portland - Vancouver Interstate Bridges which were bid on March 1st, and would appreciate receiving the Abstracts of Bids on this project.

Yours very truly,

Wm P Butler

BUTLER CONSTRUCTION & ENGINEERING COMPANY
BY: Wm. P. Butler

RECEIVED
MAR 13 1956
OREGON
STATE HIGHWAY COMMISSION

ANSWERED
H. B. GLAISYER

exceed $14,500,000, payable out of the revenues to be derived from the tolls collected for the use and operation of both such bridges as a single toll facility be

RECEIVED
MAR 28 1956
FOR FILING

7271

1165

March 28, 1956

Morrison-Knudsen Company, Inc.
603 Hoge Building
Seattle 4, Washington

Gentlemen:

We are now able to comply with your request of March 8, 1956.

Enclosed is a copy of the unit bid tabulation for the construction of the Interstate and Oregon Slough Bridges, which bids were received by the Oregon State Highway Commission at its March 1, 1956 highway letting.

Respectfully yours,

OREGON STATE HIGHWAY COMMISSION

H. B. Glaisyer,
Secretary

CH:lt
Enclosure

exceed $14,500,000, payable out of the revenues to be derived from the tolls collected for the use and operation of both such bridges as a single toll facility be

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MAR 13 1956
FOR FILING
7971
4653

March 12, 1956

Morrison-Knudsen Company, Inc.
603 Hoge Building
Seattle 4, Washington

Attention: Mr. J. C. Tomlinson

Gentlemen:

As requested in your letter of March 8, 1956, I shall be pleased to send you the unit bid tabulation of the bids that were received by the Oregon State Highway Commission at its meeting on March 1, 1956 for construction of the Interstate and Oregon Slough Bridges as soon as the tabulation has been prepared. I anticipate that the information will be available within the next few days.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

HBG:jmc

cc: Cecil Head

exceed $14,500,000, payable out of the revenues to be derived from the tolls collected for the use and operation of both such bridges as a single toll facility be

Morrison-Knudsen Company, Inc.
CONTRACTORS AND ENGINEERS

PRINCIPAL OFFICE
319 BROADWAY, BOISE, IDAHO

ADDRESS REPLY TO
603 HOGE BUILDING
SEATTLE 4, WASHINGTON

March 8, 1956

Oregon State Highway Commission
Salem
Oregon

Gentlemen:

We were one of the associates of Gilpin Construction Company in their bid for the Interstate and Oregon Slough Bridges over the Columbia River as submitted March 1, 1956.

For our help and information in compiling future bids of this type, we will appreciate it if you will please forward to our Seattle address - 603 Hoge Building - a detailed tabulation of the unit bids for this project.

Thank you.

Very truly yours,

MORRISON-KNUDSEN COMPANY, INC.

J. C. Tomlinson

JCT:meb

RECEIVED
MAR 1 1956
STATE HIGHWAY COMMISSION

ANSWERED
M. B. GLAISYER

exceed $14,500,000, payable out of the revenues to be derived from the tolls collected for the use and operation of both such bridges as a single toll facility be

RECEIVED
APR 11 1956
FOR FILING

March 27, 1956

Guy F. Atkinson Co.
10 West Orange Avenue
South San Francisco, California

Gentlemen:

The State Highway Commission on March 1, 1956 accepted your proposal for the Interstate and Oregon Slough Bridges over the Columbia River, between Portland, Oregon and Vancouver, Washington, in Multnomah and Clark Counties, for the sum of $6,681,960.00 and referred it to the State Highway Engineer with authority to award the contract to you as soon as certain conditions had been fulfilled. This note is to inform you that such conditions have now been satisfied and that the State Highway Engineer today awarded you the contract in conformity with the Commission's authorization. This project has been assigned Contract No. 4653.

Contract forms are now being prepared in this office and will be mailed to you shortly for execution.

This confirms my wire to you of this date.

Respectfully yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

fp

cc Washington Toll Bridge Authority
Attn: Mr. D. Hodges, Secretary

Mr. Wm. A. Bugge
Director of Highways, State of Washington

Mr. R. G. Savage (SIAC)
Mr. Forrest Cooper
Mr. S. H. Probert
Mr. P. M. Stephenson
Pacific Builder & Engineer, Inc.

E. R.

exceed $14,500,000, payable out of the revenues to be derived from the tolls collected for the use and operation of both such bridges as a single toll facility be

DEFERRED SERVICE
Check the class of service desired; otherwise this message will be sent as a full rate telegram

FULL RATE TELEGRAM	
DAY LETTER	
NIGHT LETTER	

$
S
E

WESTERN UNION

1206 10-51

W. P. MARSHALL, PRESIDENT

INTERNATIONAL SERVICE
Check the class of service desired; otherwise the message will be sent at the full rate

FULL RATE	
LETTER TELEGRAM	
SHIP RADIOGRAM	

NO. WDS.-CL. OF SVC.	PD. OR COLL.	CASH NO.	CHARGE TO THE ACCOUNT OF	TIME FILED

Send the following message, subject to the terms on back hereof, which are hereby agreed to

Salem, Oregon
March 27, 1956
4:10 p.m.

Guy F. Atkinson Co.
10 North Orange Avenue
South San Francisco, California

Contract for Interstate and Oregon Slough Bridges, Multnomah and Clark Counties, for which you submitted low bid on March 1, 1956 awarded you today. Contract forms follow shortly.

H. B. Glaisyer, Secretary
OREGON STATE HIGHWAY COMMISSION

CC Confirmation
Accounting (5003-900)
Files
C.W. Head

Very truly yours,

W. A. BUGGE
Director of Highways

WAB:bd
HCH
cc: Mr. W. A. Bailey
Mr. E. L. Massey

NOTED
State Highway Engineer

RECEIVED
MAR 30 1956
OFFICE OF
STATE HIGHWAY ENGINEER

exceed $14,500,000, payable out of the revenues to be derived from the tolls col-
lected for the use and operation of both such bridges as a single toll facility be

RECEIVED
APR 2 1956
FOR FILING
9971
1453

R. A. HOLD, CHAIRMAN
TACOMA
R. [illegible]
E. C. HUNTLEY, MEMBER
GOLDFIELD
H. E. MORGAN, MEMBER
LONGVIEW
OSCAR E. STONE, MEMBER
SPOKANE

STATE OF WASHINGTON
ARTHUR B. LANGLIE, GOVERNOR

WASHINGTON STATE HIGHWAY COMMISSION
DEPARTMENT OF HIGHWAYS
W. A. BUGGE, DIRECTOR
TRANSPORTATION BUILDING
OLYMPIA

DISTRICT OFFICES
NO. 1 SEATTLE 4
430 SPOKANE ST.
NO. 2 WENATCHEE
P. O. BOX 98
NO. 3 OLYMPIA
P. O. BOX 327
NO. 4 VANCOUVER
4200 MAIN STREET
NO. 5 YAKIMA
P. O. BOX 53
NO. 6 SPOKANE 21
N. 3620 MAYFAIR ST.

March 27, 1956

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Re: Vancouver-Portland Interstate
Toll Bridge

This letter is to confirm my verbal concurrence given this date to Mr. Glenn Paxson, Assistant State Highway Engineer for the Oregon State Highway Department, in the awarding of contract to Guy F. Atkinson Company, San Francisco, California, with a bid of $6,681,940.00 on Alternate B Schedule for the construction of the above referred to project.

Very truly yours,

W. A. BUGGE
Director of Highways

WAB:bd
HCH
cc: Mr. W. A. Bailey
Mr. E. L. Massey

NOTED
State Highway Engineer

RECEIVED
MAR 30 1956
OFFICE OF
STATE HIGHWAY ENGINEER

exceed $14,500,000, payable out of the revenues to be derived from the toll col-

lected for the use and operation of both such bridges as a single toll facility be

RECEIVED
MAR 27 1956
FOR FILING

COMMISSIONERS
R. A. MOISIO, CHAIRMAN
TACOMA
R. E. HENSEL, MEMBER
ENUMCLAW
E. C. HUNTLEY, MEMBER
COLFAX
H. E. MORGAN, MEMBER
LONGVIEW
OSCAR E. STONE, MEMBER
SPOKANE

STATE OF WASHINGTON
ARTHUR B. LANGLIE, GOVERNOR

WASHINGTON STATE HIGHWAY COMMISSION
DEPARTMENT OF HIGHWAYS

W. A. BUGGE, DIRECTOR
TRANSPORTATION BUILDING
OLYMPIA

DISTRICT OFFICES
NO. 1 SEATTLE 4
400 SPOKANE ST.
NO. 2 WENATCHEE
P. O. BOX 00
NO. 3 OLYMPIA
P. O. BOX 327
NO. 4 VANCOUVER
4200 MAIN STREET
NO. 5 YAKIMA
P. O. BOX 00
NO. 6 SPOKANE 21
N. 2820 MAYFAIR ST.

March 22, 1956

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Attention: Mr. Glenn Paxson
Assistant State Highway Engineer

Dear Sir:

If you have assembled and available, I should appreciate three copies of your tabulation of bids on the Interstate Bridge project, which were opened March 1, 1956, in Portland.

Very truly yours,

W. A. BUGGE
Director of Highways

By: H. C. HIGGINS
Engineer of
Toll Facilities

Mr. Paxson will deliver on 3-27-56

WAB:bd
HCH

RECEIVED
MAR 23 1956
OFFICE OF
STATE HIGHWAY ENGINEER

exceed $14,500,000, payable out of the revenues to be derived from the tolls collected for the use and operation of both such bridges as a single toll facility be

MAR 23 1956

FOR FILING

ARTHUR B. LANGLIE, Governor
Chairman of Authority
CLIFF YELLE, State Auditor

RALPH M. DAVIS, Chairman
Public Service Commission

R. A. MOISIO, Chairman
State Highway Commission

H. D. VAN EATON, Director
Department of General Administration

STATE OF WASHINGTON

W. A. BUCAN, Director of Highways
Ex Officio Member

D. B. HEDGES
Secretary of Authority

WASHINGTON TOLL BRIDGE AUTHORITY

TRANSPORTATION BUILDING
OLYMPIA, WASHINGTON

March 21, 1956

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Re: Vancouver-Portland Interstate Toll Bridge

Dear Sir:

Please be advised that the Washington Toll Bridge Authority will open bids on the Vancouver-Portland Interstate Toll Bridge bonds at 11:30 A.M. on Tuesday, March 27, 1956. By action taken of your Commission, it is recognized that you are authorized and directed to concur in the acceptance of a bond bid, assuming, of course, that an acceptable bid is received. It is reasonable to assume that we will be in a position to accept the successful bid on the afternoon of the 27th. An immediate determination on the acceptability of the best bid will be extremely desirable for all parties concerned.

Please advise if you expect to be in attendance at the bid opening as several of the bond houses have raised the question as to the probable time of award and we, of course, will be governed by your attendance at the opening.

Very truly yours,

NOTED
G. S. PAXSON

WASHINGTON TOLL BRIDGE AUTHORITY

By: D. B. HEDGES
Secretary

DBH:hm

RECEIVED
MAR 22 1956
OFFICE OF
STATE HIGHWAY ENGINEER

exceed $14,500,000, payable out of the revenues to be derived from the tolls collected for the use and operation of both such bridges as a single toll facility be

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MAR 20 1956
FOR FILING

7971

4653

March 19, 1956

Mr. H. C. Higgins, Secretary
Department of Highways
Transportation Building
Olympia, Washington

Dear Mr. Higgins:

Herewith a print from a report to Mr. Baldock concerning the estimated costs and bond issues for the Interstate Bridge. I am also attaching a copy of the time schedule.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

O. S. Paxson
Assistant State Highway Engineer

Encl.

OSP:gm

exceed $14,500,000, payable out of the revenues to be derived from the tolls collected for the use and operation of both such bridges as a single toll facility be

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MAR 26 1956
FOR FILING

REFERRED TO
BY SECRETARY

FORM EDO—80M—8-55—62966

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
March 26, 1956

SUBJECT:

To: Mr. H. B. Glaisyer
Secretary
O f f i c e

We recently received from Mr. D. B. Hedges, Secretary of the Washington Toll Bridge Authority, three certified copies of Washington Toll Bridge Authority Resolution No. 312, authorizing the issuance of the Vancouver-Portland Interstate Toll Bridge Facility Revenue Bonds, together with three copies of Notice of Bond Sale for the subject facility. You will recall that the proposed form of resolution was submitted to and approved by the Oregon State Highway Commission at its meeting of March 1 and 2, 1956, under the terms of the agreement between Washington and Oregon concerning construction of the new interstate bridge.

We have compared the certified copies of the resolution with the draft reviewed and approved at the last Oregon State Highway Commission meeting and find that no changes have been made other than minor changes which are of no importance. Since the Commission directed that you retain a copy of the resolution and Notice of Bond Sale in your records, I am enclosing herewith a copy of the same.

ROBERT L. MAY, JR.
Assistant Counsel

RLM:dm
Encl.

cc: R. H. Baldock
G. S. Paxson

exceed $14,500,000, payable out of the revenues to be derived from the tolls collected for the use and operation of both such bridges as a single toll facility be

RECEIVED
MAR 1 6 1956
LEGAL DEPT.

RESOLUTION NO. 312

A RESOLUTION of the Washington Toll Bridge Authority authorizing the issuance of Vancouver-Portland Interstate Toll Bridge Facility Revenue Bonds in the principal sum of not to exceed $14,500,000 for the purpose of providing funds to pay all of the cost of constructing a new bridge across the Columbia River between the Cities of Portland, Oregon and Vancouver, Washington adjacent to the existing interstate bridge and to pay part or all of the cost of altering and reconstructing such existing bridge, designating a Trustee, and authorizing the sale of $9,300,000.00 of such bonds for the purpose of providing funds to carry out part of such purposes.

WHEREAS, the Washington Toll Bridge Authority is a legally constituted public agency of the State of Washington, deriving its powers from Chapter 173, Laws of 1937 of the State of Washington, as amended, and Chapter 132, Laws of 1953 of the State of Washington as amended by Chapter 152, Laws of 1955 of the State of Washington; and

WHEREAS, the Authority has determined, in conjunction with the States of Oregon and Washington acting by and through their respective State Highway Commissions, that public interest and necessity require the construction of a new multi-lane drawbridge, including approaches thereto, across the Columbia River adjacent to the existing interstate bridge between Vancouver, Washington and Portland, Oregon, the reconstruction and alteration of such existing interstate bridge to bring it to the same deck level as such new bridge, the construction and equipping of a toll plaza, the construction of and provision for better or additional approaches to said existing bridge, and the doing of all other work incidental to and necessary for the construction and operation of such bridges as a single toll facility and as a part of the public highways; and

WHEREAS, the sum of $14,500,000 is hereby estimated to be the amount required to pay all of the costs of such improvements and facilities, and it is deemed necessary that bonds of the Authority in the total principal sum of not to exceed $14,500,000, payable out of the revenues to be derived from the tolls collected for the use and operation of both such bridges as a single toll facility be

authorized, issued and sold to provide the money necessary for said purposes; and

WHEREAS, it is further deemed necessary that $9,300,000 of such bonds now be issued and sold to provide the money needed to construct such new bridge with approaches, to acquire the land necessary for such bridge approaches, to provide interest on such bonds during the period of construction of said two bridges and six months thereafter, to do all other work necessary in connection therewith, and to pay all expenses incidental thereto and to the issuance of such bonds; and

WHEREAS, the sum of $5,200,000 is hereby estimated to be the amount required to pay the cost of carrying out all the rest of the purposes authorized in Section 3 hereof, part of which cost it is expected will be paid out of United State Government grants of money; and

WHEREAS, under date of April 27, 1955, and as authorized by law, the Washington Toll Bridge Authority, the States of Oregon and Washington acting by and through their respective State Highway Commissions entered into an agreement fixing the rights, duties and obligations of each of said parties as to the design, plans and specifications for the construction of such new bridge and the reconstruction and alteration of such existing interstate bridge, the actual construction, reconstruction and alteration of the same, the construction and equipping of the necessary toll plaza, the construction of approaches and the acquisition of land therefor, the financing of all of the above by the issuance and sale of revenue bonds of the Authority payable out of tolls to be collected for the use and operation of such bridges as a single toll facility, and the maintenance, operation and repair of such bridges; and

WHEREAS, pursuant to written replies received in response to requests made by the Washington Toll Bridge Authority, the Authority has determined that SEATTLE-FIRST NATIONAL BANK, Seattle, Washington, should be selected as Trustee for the owners and holders of all of the Vancouver-Portland Interstate Toll Bridge Facility Revenue Bonds the issuance of which is authorized herein;

NOW, THEREFORE, BE IT RESOLVED by the Washington Toll Bridge Authority as follows:

Section 1. That in order to accommodate the present and ever-increasing volume of traffic across the Columbia River between the Cities of Portland, Oregon and Vancouver, Washington, the Washington Toll Bridge Authority finds and determines that public interest and necessity require the construction of a new multi-lane drawbridge across the Columbia River, including approaches thereto in the States of Oregon and Washington, between such two cities and adjacent to the existing interstate bridge between the same, and the alteration and reconstruction of such existing bridge to bring it to the same deck level as such new bridge. Such bridges and approaches shall be an integral part of U.S. Highway No. 99, shall be a part of Primary State Highway No. 1 of Washington within the State of Washington, and within the State of Oregon shall be a part of Oregon State Highway No. 1.

The Authority further finds that the construction of such new bridge and approaches and the reconstruction and alteration of such existing bridge with all necessary approaches as part of said highways, is necessary, advantageous and practicable, and that the cost thereof may be financed by the issuance of revenue bonds payable from the tolls collected for the use and operation of such bridges as a single toll facility as authorized by law and as hereinafter provided.

Section 2. As used in this resolution, the following words and phrases have the meanings hereinafter set forth unless the context indicates that another meaning is intended:

(a) The words "Vancouver-Portland Interstate Toll Bridge Facility Revenue Bonds" or "Authorized Revenue Bonds" mean the revenue bonds of the Authority in the total principal sum of not to exceed $14,500,000 authorized for all of the purposes set forth in Section 3 hereof.

(b) The words "Vancouver-Portland Interstate Toll Bridge Facility Revenue Bonds, 1956" or "1956 Bonds" mean the $9,300,000 of Authorized Revenue Bonds to be issued and sold for the purposes set forth in Section 4 hereof.

(c) The words "Subsequent Bonds" mean that portion of the

Authorized Revenue Bonds to be issued and sold subsequent to the issuance of the 1956 Bonds to carry out the purposes provided in Section 3 hereof not carried out of the proceeds of sale of the 1956 Bonds.

(d) The words "Vancouver-Portland Interstate Toll Bridge Facility" or "Toll Bridge Facility" mean such new bridge and approaches to be constructed, the existing interstate bridge as it will be altered and reconstructed with approaches and the toll plaza to be constructed and equipped for the use and operation of both bridges as a single toll facility.

(e) The word "Authority" means the Washington Toll Bridge Authority.

(f) The words "1956 Bond Redemption Fund" mean the Vancouver-Portland Interstate Toll Bridge Facility 1956 Revenue Bond Redemption Fund and the Reserve Account therein, both of which are hereinafter created.

(g) The words "Subsequent Bond Redemption Fund" mean the bond redemption fund that will hereafter be created for the payment of the principal of and interest on the Subsequent Bonds and any reserve account which may be created therein.

(h) The words "Subsequent Bond Resolution" mean the resolution of the Authority fixing the date, form, terms, and maturities of the Subsequent Bonds and authorizing the sale thereof.

Section 3. That as authorized by the laws of the States of Oregon and Washington and as provided in that certain agreement entered into between the Authority and the States of Oregon and Washington acting by and through their respective State Highway Commissions under date of April 27, 1955, the Washington Toll Bridge Authority shall issue its negotiable Vancouver-Portland Interstate Toll Bridge Facility Revenue Bonds in the total principal sum of not to exceed $14,500,000 to provide the money necessary for the following purposes:

A. The construction of a new multi-lane drawbridge across the Columbia River, including approaches thereto in the States of Oregon and Washington, which include the bridge over the Oregon Slough and

its approaches between the Cities of Portland, Oregon and Vancouver, Washington and adjacent to the existing interstate bridge between such two cities.

B. The acquisition by purchase or condemnation of all land necessary for such bridges and approaches.

C. The construction and equipping of a toll plaza including Administration Building at the Oregon end of said new and existing bridges and the acquisition of any land necessary therefor.

D. The alteration and reconstruction of such existing interstate bridge to bring it to the same deck level and span lengths as such new bridge.

E. The constructing and providing of better or additional approaches for such existing bridge and the acquisition by purchase or condemnation of such land as may be necessary for such approaches.

F. To pay all expenses incidental to the above, including but not being limited to reimbursement of the States of Oregon and Washington or their Highway Departments and the Washington Toll Bridge Authority for any and all expenditures made for such purposes, the issuance of such revenue bonds, interest on said bonds for the periods of construction and reconstruction plus six months, for lighting of such bridges and approaches and landscaping of such approaches, and a reasonable amount for working capital and prepaid insurance premiums.

In the event money is obtained from any source other than the proceeds of the sale of such Authorized Revenue Bonds to pay part or all of the cost of alteration and reconstruction of such existing interstate bridge, then the total principal amount of the Subsequent Bonds shall be reduced by the amount of such money so made available.

Both bridges shall be of such height as to permit free and unobstructed small craft navigation upon the Columbia River and, with the approaches thereto, shall be constructed and reconstructed in accordance with maps, plans

and specifications prepared by the Oregon Highway Commission, generally approved by the United States Army Engineers, and now on file in the office of the Washington Toll Bridge Authority.

All of such Authorized Revenue Bonds, if, as, and when issued, shall be negotiable instruments under the law merchant, shall rank pari passu with each other and shall have an equal lien for the payment of the principal thereof and interest thereon upon the revenues derived from the tolls collected for the use and operation of the Vancouver-Portland Interstate Toll Bridge Facility paid into the "Vancouver-Portland Interstate Toll Bridge Facility Operating Fund" hereinafter created.

Section 4. That in order to provide funds to carry out the purposes set forth in subsections A and B of Section 3 hereof, to reimburse the States of Oregon and Washington and the Authority for any advances they might have made or may make in carrying out such purposes as provided in the agreement entered into between such parties under date of April 27, 1955 to pay all expenses incidental thereto including the issuance and sale of the bonds provided for in this section and interest on said bonds for the period of construction of such facilities plus six months, and for certain prepaid insurance premiums, the Authority shall issue its negotiable Vancouver-Portland Interstate Toll Bridge Facility Revenue Bonds, 1956, in the total principal sum of $9,300,000.

Such 1956 Bonds shall be dated May 1, 1956, shall be in denominations of $1,000 each, shall bear interest at a rate of not to exceed 6% per annum payable semiannually on the first days of May and November of each year as evidenced by coupons to be attached to said bonds, shall be registerable as to principal only, and shall be numbered and mature in order of their number as follows:

Bond Nos.	Maturity Date	Amount
1 - 523	May 1, 1961	$ 523,000
524 - 1061	May 1, 1962	538,000
1062 - 1616	May 1, 1963	555,000
1617 - 2187	May 1, 1964	571,000
2188 - 2776	May 1, 1965	589,000
2777 - 3382	May 1, 1966	606,000
3383 - 4007	May 1, 1967	625,000
4008 - 4650	May 1, 1968	643,000
4651 - 9300	May 1, 1971	4,650,000

Bonds numbered 1 to 4650 inclusive, maturing from May 1, 1961 through May 1, 1968, are herein designated the "1956 Serial Bonds"; bonds numbered 4651 to 9300 inclusive, maturing May 1, 1971, are herein designated the "1956 Term Bonds."

The Authority hereby convenants and agrees that it will call for payment and retirement the following amounts of 1956 Term Bonds at the following times and prices:

Date	Amount	Price
May 1, 1961	$363,000	$102.50 per $100 par value
May 1, 1962	374,000	102.00 per $100 par value
May 1, 1963	385,000	101.50 per $100 par value
May 1, 1964	397,000	101.00 per $100 par value
May 1, 1965	408,000	100.75 per $100 par value
May 1, 1966	421,000	100.50 per $100 par value
May 1, 1967	434,000	100.25 per $100 par value
May 1, 1968	446,000	Par
May 1, 1969	460,000	Par
May 1, 1970	474,000	Par
May 1, 1971	488,000	Par

The 1956 Term Bonds to be so called and retired each year shall be determined by lot.

If any 1956 Term Bonds are called and retired in any one calendar year in addition to the amount of such Term Bonds above required to be called and retired on May 1 of such year, then the amount of such Term Bonds that must be called and retired on May 1 of the succeeding year or years may be reduced by the amount of such additional bonds so previously called and retired.

Both principal of and interest on the 1956 Bonds shall be payable in lawful money of the United States of America at the main office of _____ _____ in Seattle, Washington, or, at the option of the holder,

at the fiscal agency of the State of Washington in the City of New York, New York, solely out of the special 1956 Bond Redemption Fund hereinafter created.

In the event any of the proceeds of sale of the 1956 Bonds are left unexpended after the purposes set forth in the first paragraph of this section have been accomplished, such moneys may be used for any of the rest of the purposes provided in Section 3 hereof; in the event the proceeds of sale of the 1956 Bonds are insufficient to accomplish all of the purposes set forth in the first paragraph of this section, the balance of the money necessary therefor shall be provided from the proceeds of sale of the Subsequent Bonds.

Section 5. The Authority hereby reserves the right to redeem any or all of the 1956 Bonds outstanding in inverse numerical order at the following times and prices:

On May 1 and November 1, 1961, at $102.50 per $100 par value
On May 1 and November 1, 1962, at $102.00 per $100 par value
On May 1 and November 1, 1963, at $101.50 per $100 par value
On May 1 and November 1, 1964, at $101.00 per $100 par value
On May 1 and November 1, 1965, at $100.75 per $100 par value
On May 1 and November 1, 1966, at $100.50 per $100 par value
On May 1 and November 1, 1967, at $100.25 per $100 par value
On May 1, 1968 and any interest payment date thereafter, at par;

provided, however, that all the 1956 Term Bonds numbered 4651 to 9300 inclusive must be called and retired before any of the 1956 Serial Bonds numbered 1 to 4650 inclusive may be called for redemption ahead of their fixed maturities.

Notice of any intended redemption of any of the 1956 Bonds, except for the redemption of the 1956 Serial Bonds as the same shall mature, shall be given by the Authority by publication thereof in a newspaper or financial journal of general circulation in each of the Cities of Seattle, Washington and New York, New York. Each such notice shall be published once a week for two consecutive weeks and the first publication thereof shall be not more than forty nor less than thirty days prior to said redemption date. Interest on any bond or bonds so called for redemption shall cease on such redemption date unless any of the same shall not be redeemed upon presentation made pursuant to such call.

Section 6. For the purpose of securing the payment of the principal

of and interest on the Authorized Revenue Bonds whenever the same are issued and to secure for the benefit of all of said bonds the faithful performance of all of the covenants contained herein and in the Subsequent Bond Resolution, _____ _____, Seattle, Washington, is hereby designated as Trustee hereunder, with the powers and duties hereinafter set forth, and with no liability in connection with any action or omission to act hereunder except for its own negligence or willful breach of trust.

The proceeds of the sales of the Authorized Revenue Bonds, pending expenditure thereof as provided herein and in the Subsequent Bond Resolution, all the moneys which are or should in accordance with the terms hereof be paid into the 1956 Bond Redemption Fund, and all the moneys which are or should in accordance with the terms of the Subsequent Bond Resolution be paid into the Subsequent Bond Redemption Fund, are hereby pledged to the Trustee and its successors in trust for the purpose of equally securing the payment of both the principal of and interest on and premium due, if any, on the Authorized Revenue Bonds that may be outstanding from time to time and the equal pro rata benefit, security and protection of the holders of such bonds and the coupons attached thereto.

None of the Authorized Revenue Bonds and coupons attached thereto shall be valid or obligatory for any purpose nor shall they be entitled to any right or benefit hereunder or under the Subsequent Bond Resolution unless there shall be endorsed on each such bond the certificate of authentication in the form hereinafter provided, duly signed by the Trustee. Such certificate of the Trustee upon any of such bonds shall be conclusive evidence that such bond so authenticated has been duly registered under this resolution or the Subsequent Bond Resolution and that the holder thereof is entitled to the benefits of the provisions of the resolution under which his bond or bonds was or were issued.

Section 7. The 1956 Bonds shall be in substantially the following form:

of and interest on the Authorized Revenue Bonds whenever the same are issued and to secure for the benefit of all of said bonds the faithful performance of all of the covenants contained herein and in the Subsequent Bond Resolution, _____ _____, Seattle, Washington, is hereby designated as Trustee hereunder, with the powers and duties hereinafter set forth, and with no liability in connection with any action or omission to act hereunder except for its own negligence or willful breach of trust.

The proceeds of the sales of the Authorized Revenue Bonds, pending expenditure thereof as provided herein and in the Subsequent Bond Resolution, all the moneys which are or should in accordance with the terms hereof be paid into the 1956 Bond Redemption Fund, and all the moneys which are or should in accordance with the terms of the Subsequent Bond Resolution be paid into the Subsequent Bond Redemption Fund, are hereby pledged to the Trustee and its successors in trust for the purpose of equally securing the payment of both the principal of and interest on and premium due, if any, on the Authorized Revenue Bonds that may be outstanding from time to time and the equal pro rata benefit, security and protection of the holders of such bonds and the coupons attached thereto.

None of the Authorized Revenue Bonds and coupons attached thereto shall be valid or obligatory for any purpose nor shall they be entitled to any right or benefit hereunder or under the Subsequent Bond Resolution unless there shall be endorsed on each such bond the certificate of authentication in the form hereinafter provided, duly signed by the Trustee. Such certificate of the Trustee upon any of such bonds shall be conclusive evidence that such bond so authenticated has been duly registered under this resolution or the Subsequent Bond Resolution and that the holder thereof is entitled to the benefits of the provisions of the resolution under which his bond or bonds was or were issued.

Section 7. The 1956 Bonds shall be in substantially the following form:

UNITED STATES OF AMERICA

NO. _____ $1,000

STATE OF WASHINGTON
WASHINGTON TOLL BRIDGE AUTHORITY

VANCOUVER-PORTLAND INTERSTATE
TOLL BRIDGE FACILITY REVENUE BOND, 1956

KNOW ALL MEN BY THESE PRESENTS;

That the Washington Toll Bridge Authority, a duly constituted public agency of the State of Washington, acknowledges itself to owe and for value received hereby promises to pay to bearer or, if this bond be registered, to the registered owner hereof, on the first day of May, 19___, the principal sum of

ONE THOUSAND DOLLARS

together with interest thereon from the date hereof until payment of this bond at the rate of _____% per annum payable semiannually on the first days of May and November of each year as evidenced by and upon presentation and surrender of the attached interest coupons as they severally become due. Both principal and interest are payable in lawful money of the United States of America at the main office of SEATTLE - FIRST NATIONAL BANK in Seattle, Washington, or, at the option of the holder, at the fiscal agency of the State of Washington in the City of New York, New York, out of the special fund of the Authority known as the "Vancouver-Portland Interstate Toll Bridge Facility 1956 Revenue Bond Redemption Fund" created by Resolution No. 312 of the Washington Toll Bridge Authority.

The Washington Toll Bridge Authority has reserved the right to redeem any or all of the outstanding bonds of this 1956 issue in inverse numerical order at the following times and prices:

On May 1 and November 1, 1961, at $102.50 per $100 par value
On May 1 and November 1, 1962, at $102.00 per $100 par value
On May 1 and November 1, 1963, at $101.50 per $100 par value
On May 1 and November 1, 1964, at $101.00 per $100 par value
On May 1 and November 1, 1965, at $100.75 per $100 par value
On May 1 and November 1, 1966, at $100.50 per $100 par value
On May 1 and November 1, 1967, at $100.25 per $100 par value
On May 1, 1968 and any interest payment date thereafter, at par;

The Washington Toll Bridge Authority has covenanted and agreed that it will call for payment and retirement by lot the following amounts of bonds numbered 4651 to 9300 inclusive, maturing on May 1, 1971, at the following times and prices:

Date	Amount	Price
May 1, 1961	$363,000	$102.50 per $100 par value
May 1, 1962	374,000	102.00 per $100 par value
May 1, 1963	385,000	101.50 per $100 par value
May 1, 1964	397,000	101.00 per $100 par value
May 1, 1965	408,000	100.75 per $100 par value
May 1, 1966	421,000	100.50 per $100 par value
May 1, 1967	434,000	100.25 per $100 par value
May 1, 1968	446,000	Par
May 1, 1969	460,000	Par
May 1, 1970	474,000	Par
May 1, 1971	488,000	Par

Bonds numbered 4651 to 9300 inclusive must be called and retired before any of the bonds numbered 1 to 4650 inclusive may be called for redemption ahead of their fixed maturities.

Notice of any intended redemption of any of these 1956 Bonds, except for the redemption of bonds numbered 1 to 4650 inclusive as the same shall mature, shall be given by the Authority by publication thereof in a newspaper or financial journal of general circulation in each of the Cities of Seattle, Washington and New York, New York. Each such notice shall be published once a week for two consecutive weeks and the first publications thereof shall be not more than forty nor less than thirty days prior to said redemption date.

This bond is one of a total authorized issue of bonds of like amount, date and tenor in the principal sum of not to exceed $14,500,000 authorized for the purpose of providing funds for constructing a new bridge across the Columbia River between the Cities of Portland, Oregon and Vancouver, Washington adjacent to the existing interstate bridge between such two cities, for altering and reconstructing such existing interstate bridge, for acquiring land and constructing approaches for each bridge thereon and a toll

plaza, and for paying all costs incidental thereto. This bond is also one of a 1956 issue of $9,300,000 of such authorized bonds issued to provide funds for part of such purposes, and is issued pursuant to resolutions duly adopted by the Washington Toll Bridge Authority, to an agreement dated April 27, 1955, and entered into between it and the States of Oregon and Washington acting by and through their respective State Highway Commissions as authorized by the laws of each state, and pursuant to and in conformity with the Constitution and laws of the State of Washington.

The bonds of this 1956 issue are obligations only of the Washington Toll Bridge Authority, and payment of the principal of and interest on said 1956 bonds is secured by a first, direct and exclusive charge and lien upon the tolls and other revenue of any nature whatsoever received from the use and operation of said two bridges as a single toll facility, subject only to charges upon such tolls and other revenue for the operation of such two bridges as a toll facility, and the maintenance and repairs thereof, and of their approaches and toll plaza. Neither the principal of nor interest on this bond or any part thereof constitutes a debt, liability or obligation of the State of Washington.

The Washington Toll Bridge Authority has covenanted and agreed by Resolution No. 312 that it will establish, maintain and collect tolls and charges for the use and operation of said bridges as a single toll facility which will produce revenues sufficient to pay the costs of maintenance, operation and repairs thereof, including the approaches thereto and the toll plaza, and to pay into the "Vancouver-Portland Interstate Toll Bridge Facility Operating Fund", the 1956 Bond Redemption Fund and the Reserve Account therein created by said Resolution No. 312 the various amounts required by said resolution to be paid into and maintained in said Funds and Account, all within the times provided by said Resolution.

Reference is hereby made to Resolution No. 312 of the Washington Toll Bridge Authority for a statement of the terms, covenants and conditions authorizing the issuance of said $14,500,000 of Vancouver-Portland Interstate Toll Bridge Facility Revenue Bonds and the issuance and sale of the 1956 issue of such authorized bonds of which this bond is one. The rights and remedies of the holders of said 1956 bonds by this reference shall not in any manner affect or impair the negotiability of this bond which, by the terms of the laws pursuant to which it has been issued, shall be fully negotiable.

Neither this bond nor any coupon attached hereto shall be entitled to any security or benefit under said resolution or shall be valid or become obligatory until the authentication certificate hereon endorsed shall have been executed by the Trustee.

It is hereby certified, recited and declared that this bond is issued pursuant to an agreement entered into between the Washington Toll Bridge Authority and the States of Oregon and Washington acting by and through their respective State Highway Commissions as authorized by the laws of each state, and pursuant to and in strict compliance with the Constitution and laws of the State of Washington and resolutions of the Authority, and that all acts, conditions and things required to be done precedent to and in the issuance of this bond have happened, been done and performed.

IN WITNESS WHEREOF, the Washington Toll Bridge Authority has caused this bond to be executed on its behalf by the Auditor of the State of Washington, countersigned with the facsimile signature of the Governor of the State of Washington, the seal of the Washington Toll Bridge Authority to be lithographed hereon, and the interest coupons attached hereto to be executed with the facsimile signature of the State Auditor, this first day of May, 1956.

WASHINGTON TOLL BRIDGE AUTHORITY

By _____
Auditor of the State of Washington

(SEAL)

COUNTERSIGNED:

_____
Governor of the State of Washington

The interest coupons to be attached to said bonds shall be in substantially the following form:

NO. _____ $ _____

On the first day of _____, 19 __, the Washington Toll Bridge Authority of the State of Washington will pay to bearer at the main office of SEATTLE-FIRST NATIONAL BANK in Seattle, Washington, or, at the option of the holder, at the fiscal agency of the State of Washington in the City of New York, New York, the sum of _____ DOLLARS in lawful money of the United States of America out of the special fund of said Authority known as the "Vancouver-Portland Interstate Toll Bridge Facility 1956 Revenue Bond Redemption Fund," said sum being the semiannual interest due that day on its Vancouver-Portland Interstate Toll Bridge Facility Revenue Bond dated May 1, 1956 and numbered _____.

WASHINGTON TOLL BRIDGE AUTHORITY

By _____
Auditor of the State of Washington

Said bonds shall have the following form of registration certificate:

Registration Certificate

This bond may be registered as to principal upon presentation at the main office of SEATTLE-FIRST NATIONAL BANK in Seattle, Washington, as Trustee, and such registration shall be evidenced by a notation to that effect below by the Trustee as Bond Registrar,

after which no transfer hereof shall be valid unless made on books provided therefor in the office of the Trustee and similarly endorsed hereon at the written request of the registered owner, his legal representatives or assigns. Such registered bonds may be in like manner retransferred to bearer, whereupon full negotiability and transferability by delivery shall be restored. Interest accruing prior to maturity of this bond shall be paid only upon presentation and surrender of the interest coupons hereto attached, and registration of this bond shall not affect the negotiability of such interest coupons.

Date of Registration	Name of Registered Owner	Signature of Authorized Officer of Trustee

Said bonds shall have the following Trustee's authentication certificate endorsed thereon:

The undersigned Trustee hereby certifies that this bond is one of the Vancouver-Portland Interstate Toll Bridge Facility Revenue Bonds, 1956, described in and secured by the within mentioned resolution.

[illegible] BANK

SEATTLE, WASHINGTON

By _____
Authorized Officer

Section 8. Each of the 1956 Bonds shall be signed on behalf of the Authority by the Auditor of the State of Washington, shall be countersigned by the facsimile signature of the Governor of the State of Washington, and shall have the official seal of the Authority lithographed in the bottom border thereof. The interest coupons attached to said bonds shall be executed with the facsimile signature of the State Auditor.

Section 9. The 1956 Bonds shall be sold on sealed proposals to the highest and best bidder after advertising for bids for the purchase of the same. The Authority hereby reserves the right to reject any and all bids so submitted, and may thereafter sell said bonds at private sale under such terms and conditions as it deems most advantageous to its own interest; provided that said bonds may not be sold at a price below that of the best bid which was rejected.

The Secretary of the Washington Toll Bridge Authority is hereby authorized and directed to cause a notice of sale of these bonds to be published at least once a week for two consecutive weeks in The Bond Buyer and in The Seattle Daily Journal of Commerce, the first of each such publications to be at least fifteen days prior to the scheduled meeting of the Authority to be held at 11:30 a. m. March 27, 1956, at the office of the Governor in the Legislative Building, Olympia, Washington, at which meeting all bids received shall be publicly opened, read and considered.

Section 10. The full purchase price of the 1956 Bonds shall be paid to the Washington Toll Bridge Authority, and out of such money so paid the Authority shall forthwith deposit in the "Vancouver-Portland Interstate Toll Bridge Facility 1956 Revenue Bond Redemption Fund" hereinafter created the accrued interest received at the time of the sale of said bonds, together with such additional amount as may be required to pay the interest to become due on said bonds up to and including May 1, 1960.

The balance of the money received from the sale of the 1956 Bonds shall be deposited to the credit of the Treasurer of the State of Washington in the Trustee bank in the special fund of the Washington Toll Bridge Authority which is

hereby created, to be known and designated as the "Vancouver-Portland Interstate Toll Bridge Facility 1956 Construction Fund," which Fund shall be kept in trust and segregated from all other funds of the State of Washington and the Authority. Money in said 1956 Construction Fund may be paid out or allocated from time to time in the manner and subject to the conditions hereinafter stated and for the following purposes:

A. The construction of a new multi-lane drawbridge across the Columbia River, including approaches thereto in the States of Oregon and Washington which include the bridge over the Oregon Slough and its approaches, between the Cities of Portland, Oregon and Vancouver, Washington and adjacent to the existing interstate bridge between such two cities.

B. The acquisition by purchase or condemnation of all land necessary for such bridges and approaches.

C. To pay all expenses incidental thereto and incurred or to be incurred in connection therewith, including but not being limited to engineering, legal, insurance and auditing expenses, payments due the Authority and the States of Oregon and Washington for any advances they might have made or may make in carrying out such purposes, sale and printing of the bonds, costs of all insurance on said new bridge, existing bridge, and Oregon Slough bridge, for three years from the date of completion thereof, and Trustee's fees. Payments made for construction shall be for contractors' performance in accordance with the plans and specifications for said bridges and approaches filed with the Authority.

All moneys in the 1956 Construction Fund shall be paid out or disbursed by warrants issued by the proper officer of the State of Washington for the purposes above stated pursuant to vouchers duly approved by the Oregon State Highway Engineer and the Secretary of the Washington Toll Bridge Authority or their properly authorized agents. The approval of the Trustee is not required

for any such withdrawals from the 1956 Construction Fund.

The Authority or the Trustee upon direction of the Authority may invest any moneys in the 1956 Construction Fund not needed immediately for the purposes above set forth in bonds or other direct obligations of the United States of America having a maturity date not more than eighteen months subsequent to the date of investment therein or which become due at the option of the holder on or before said eighteen-month period. Interest received as a result of any such investment shall be deposited in the 1956 Construction Fund, and all bonds or obligations so purchased shall be deposited with the Trustee and held by it to the credit of said Fund.

Upon completion and acceptance of said new bridge, all investments as above authorized remaining at such time unliquidated and all moneys remaining in the 1956 Construction Fund not theretofore obligated for the purposes hereinabove set forth shall be transferred to the 1956 Bond Redemption Fund hereinafter created, and may be either credited on the semiannual payments which the Authority hereinafter agrees to pay into the 1956 Bond Redemption Fund, or may be in excess of such semiannual payments and, if so, shall then be used at the first possible date to redeem and retire part of the 1956 Bonds not then maturing.

Section 11. The Director of Highways of the State of Washington, under the direction of the Authority, shall have full charge of the operation of the Toll Bridge Facility when constructed and reconstructed and the collection of tolls and other charges therefrom. Under that certain agreement entered into on April 27, 1955 between the Authority and the States of Oregon and Washington by and through their respective State Highway Commissions, the State of Oregon shall have full charge of the maintenance and repairs of such Toll Bridge Facility.

All tolls and other revenues received each day from the operation of such Toll Bridge Facility shall be deposited with the Vancouver, Washington, Branch of the Trustee, to the credit of the Treasurer of the State of Washington, except that the Authority, or the Director of Highways as its agent, may continuously retain a sum of not exceeding $10,000 as a Change Fund. The State

Treasurer shall credit all moneys received from all such tolls and other revenues to a special trust fund which is hereby created, to be known as the "Vancouver-Portland Interstate Toll Bridge Facility Operating Fund" (herein called the "Operating Fund"), the moneys in which, together with the moneys in the 1956 Bond Redemption Fund hereinafter created and with the moneys in the Subsequent Bond Redemption Fund, shall be deposited with the Trustee under the conditions provided by law for the deposit of such funds.

The Operating Fund shall be set apart and completely segregated from all other funds of the State of Washington and the Authority.

For as long as any of the Authorized Revenue Bonds are outstanding and unpaid, and at least thirty days prior to the dates on which the interest or principal and interest shall become due on any of such bonds, amounts shall be transferred from the Operating Fund and paid into the 1956 Bond Redemption Fund and the Subsequent Bond Redemption Fund sufficient to pay such interest or principal and interest as the same shall become due. The amounts required to be paid into the Reserve Account hereinafter created in the 1956 Bond Redemption Fund, and any amounts which may later be required to be paid into any reserve account created in the Subsequent Bond Redemption Fund, shall also be transferred from the Operating Fund at the times required in this resoltuion and in the Subsequent Bond Resolution of the Authority creating such Subsequent Bond Redemption Fund and any reserve account therein.

It is hereby provided, however, that there shall be retained in the Operating Fund such an amount as the Authority shall from time to time determine and notify the Trustee of, but which shall not be drawn down to a sum of less than $50,000, and the Authority is hereby authorized to draw on and expend out of the Operating Fund the amounts necessary to pay the costs of operation of the Toll Bridge Facility, insurance premiums and Trustee's fees, and to reimburse the State of Oregon for costs of maintenance and repairs of the Toll Bridge Facility.

Section 12. The Authority hereby covenants and agrees, whenever it has any surplus money in the Operating Fund over and above all moneys to be set

aside and maintained in the Change Fund and the Operating Fund and required to be paid into and maintained in the 1956 Bond Redemption Fund and the Subsequent Bond Redemption Fund, that it will use such surplus money at any time to purchase any of the outstanding Authorized Revenue Bonds in the open market for retirement only if the same may be purchased at a price not higher than that at which such bonds available for purchase may be called for retirement on the next interest payment date, or that it will use such surplus money to call and retire as many of the outstanding Authorized Revenue Bonds as possible at the next interest payment date; provided, however, that if such surplus money is to be used to call any of the 1956 Bonds none of the 1956 Serial Bonds may be so called until all of the 1956 Term Bonds have been called and redeemed, which latter redemption must always be by lot.

Surplus money not used to retire outstanding Authorized Revenue Bonds in the open market between interest dates may be invested in United States Government obligations having a maturity date not later than 30 days prior to the next succeeding interest date.

Section 13. That there be and is also hereby created a fund to be known as the "Vancouver-Portland Interstate Toll Bridge Facility 1956 Revenue Bond Redemption Fund" (herein called the "1956 Bond Redemption Fund"), which shall be a trust fund for the security and payment of the principal of and interest on the 1956 Bonds, and which shall be at all times completely segregated and set apart from all other funds of the State of Washington and the Authority. All money credited to or paid into the 1956 Bond Redemption Fund shall be deposited with the Trustee and is hereby pledged and ordered to be used for the sole purpose of paying the principal of and interest on, and premium if necessary, on the 1956 Bonds.

The Authority hereby obligates and binds itself to set aside and pay into the 1956 Bond Redemption Fund out of the money in the Operating Fund by April first and October first of each year commencing with October 1, 1960, and for as long as any of the 1956 Bonds are outstanding, amounts at least sufficient to pay the interest on all of said bonds, the principal of the 1956 Serial Bonds coming due, and an amount equal to the principal amount, and premium if any, of the 1956 Term Bonds that the Authority has covenanted to call and retire on May first of each of the years 1961 through 1971.

Whenever there is sufficient money in the 1956 Bond Redemption Fund to pay the principal of and interest on, and premium if any, on the outstanding 1956 Bonds, then no further payments need be made into the 1956 Bond Redemption Fund.

The payments heretofore pledged to be made out of the Operating Fund into the 1956 Bond Redemption Fund are hereby declared to be a first and prior lien upon the tolls and other revenue of any nature whatsoever received from the use and operation of the Toll Bridge Facility and paid into the Operating Fund, subject only to charges of maintenance, operation and repairs of said Toll Bridge Facility and equal to charges for payment of the principal of and interest on the Subsequent Bonds.

Section 14. That there be and is hereby created a Reserve Account in the 1956 Bond Redemption Fund, which Account is to be drawn upon for the sole purpose of making up any deficiency in the 1956 Bond Redemption Fund. The Authority hereby agrees that it will set aside and pay into the Reserve Account out of the Operating Fund by May 1, 1961, an amount equal to the interest coming due on the 1956 Bonds for the next two years. The Authority further agrees, for as long as any of the 1956 Bonds are outstanding, that it will always maintain an amount in the Reserve Account equal to at least the interest coming due on the outstanding 1956 Bonds for the next two-year period.

In the event there shall be a deficiency in the 1956 Bond Redemption Fund to meet maturing installments of either interest on or principal of and premium, if any, due on the 1956 Bonds, such deficiency shall be made up from the Reserve Account by the withdrawal of cash therefrom. Any deficiency created in the Reserve Account by reason of any such withdrawal shall then be made up from surplus moneys in the Operating Fund first available after making necessary provision for the required payments into the 1956 Bond Redemption Fund and the Subsequent Bond Redemption Fund.

All moneys in the Reserve Account may be kept in cash or invested from time to time in United States Government obligations having a guaranteed

market or, if such obligations are not available, then in United States Government obligations maturing not later than ten years from date of purchase and in no event later than the last maturity of the 1956 Bonds then outstanding. Interest earned on any such investments shall be paid into the 1956 Bond Redemption Fund.

Section 15. The Authority hereby covenants and agrees with the owner and holder of each of the Authorized Revenue Bonds for as long as any of the same are outstanding as follows:

(a) That it will with all due diligence proceed with and complete the work of constructing the Vancouver-Portland Interstate Toll Bridge Facility, all in accordance with the plans and specifications prepared therefor and on file with it, and that upon the completion thereof it will operate the same in an efficient manner and at a reasonable cost as a revenue-producing facility.

(b) That it will at all times cause such Toll Bridge Facility to be maintained in good repair, working order and condition and will reimburse the State of Oregon for all expenses it may incur in so maintaining such facility and keeping the same in good condition and repair.

(c) That it will agree with the State Highway Commissions of Oregon and Washington, acting for and on behalf of their respective states, on the classifications and amounts of tolls to be charged and collected from the users of the Toll Bridge Facility and the time when the same shall be first imposed and the time or times when the same or any part thereof shall be revised; that such tolls as established and collected shall be in amounts sufficient to meet all of the obligations of the Authority as set forth in this resolution, and the Subsequent Bond Resolution, including but not limited to the payment of expenses of maintenance, operation and repairs of the Toll Bridge Facility and other costs incidental thereto, and the payments into the 1956 Bond Redemption Fund and the Subsequent Bond Redemption Fund for principal and interest, and premiums if any, due on the 1956 Bonds and the Subsequent Bonds. It is hereby further provided, in case of disagreement between the Authority and the two State Highway Commissions or any of them as to the amount of tolls required for such purposes,

that the determination of the Authority as to the minimum amount so required shall be final.

(d) That upon completion and acceptance of the Toll Bridge Facility, it will furnish to the Trustee a certificate signed by the Director of Highways stating the date of completion and acceptance and certifying that the said bridges have been duly opened for traffic, and a certificate executed by the Secretary of the Authority and approved by the Oregon State Highway Commission or its authorized representative to the effect that all liabilities incurred for or in connection with the construction and reconstruction and alteration of such Toll Bridge Facility have been paid or payment therefor provided for from moneys in the 1956 Construction Fund and any construction fund that may be later created for the use of the proceeds of the sale of the Subsequent Bonds. Upon completion and acceptance of the Toll Bridge Facility and when all costs of construction, reconstruction and alteration and expenses incidental thereto have been paid or provided for, the Trustee will be officially authorized and directed in writing to transfer any balance of moneys in said construction funds to their respective bond redemption funds.

(e) That proper books of record and account will be kept separate from all other records and accounts, which will show complete and correct entries of all transactions relative to the Toll Bridge Facility. The Trustee and the holder or holders of any of the Authorized Revenue Bonds shall have the right at all reasonable times to inspect all records, accounts and data relating thereto. That it will cause an audit to be made annually of all such books, records and accounts showing the receipts and disbursements for the account of the Toll Bridge Facility and for the payment of the principal of, interest on and premium, if any, paid on the 1956 Bonds and the Subsequent Bonds. A copy of each such audit shall be filed with the Trustee, and the cost of the same shall be included as an item of operation of the Toll Bridge Facility.

(f) That it will faithfully and punctually perform all duties required by the Constitution and laws of the State of Washington with reference to said Toll Bridge Facility and will cause sufficient revenues from its operation to meet the requirements of this resolution and the Subsequent Bond Resolution to be charged,

collected and accounted for, and will segregate such revenues and make the application thereof as provided in said resolutions.

That such Toll Bridge Facility or either of the bridges and approaches thereto and the toll plaza constituting the same shall not be sold, leased or mortgaged or in any manner disposed of unless and until all of the Authorized Revenue Bonds that were issued shall have been paid in full and retired. That said Toll Bridge Facility shall be continuously operated as a single toll facility pursuant to the provisions of Chapter 173, Laws of 1937, as amended, and Chapter 132, Laws of 1953, as amended by Chapter 152, Laws of 1955, all of the State of Washington, until said obligations have been paid in full.

(g) That the contractor or contractors for the construction and reconstruction and alteration of the Toll Bridge Facility will be required to post performance bonds of surety or surety companies authorized to do business as compensated surety or surety companies in the States of Washington and Oregon in the full amount of their contract prices and conditioned as required by the laws of each state.

(h) That on or before May 1, 1956 the existing bridge, and the new bridge and the toll plaza upon completion thereof, or any portion thereof the loss of which would be deemed to directly affect traffic thereover and revenue therefrom, will at all times be insured with responsible insurers under a multiple risk policy of insurance. Such insurance coverage shall be written under a standard form of policy or policies, and shall include but not be limited to all risks of direct or indirect loss or damage caused by or resulting from fire, lightning, flood, rising waters, ice, collision, allision, explosion, strikes, riots, civil commotion, sabotage, malicious damage, tornado, windstorm, earthquake, collapse and subsidence resulting in failure of either of said bridges their approaches and toll plaza or any part thereof. The amount of such multiple risk policy or policies shall be for the greatest amount obtainable not exceeding the full value of said insured properties under standard risk 80% coinsurance policy or policies; provided that the amount of such insurance need not exceed the principal amount of the Authorized Revenue Bonds outstanding from time to time.

That it will further insure the said two bridges, toll plaza, appurtenances and Oregon Slough Bridges against loss of use and occupancy resulting from the risks above enumerated. Such insurance shall be sufficient to provide income in an amount sufficient to pay the interest due for at least one year on all the Authorized Revenue Bonds outstanding during any such suspension of use of the Toll Bridge Facility. Insurance against loss of use and occupancy may be subject to a deduction of fourteen days from such period of suspension.

That during any period of a state of war or open hostilities by or against the United States of America, to the extent such insurance is available the bridges, toll plaza, appurtenances and approaches will be kept insured against loss or damage to the risks of war and sabotage in an amount at least equal to the principal amount of the Authorized Revenue Bonds outstanding.

All moneys collected on any indemnity bond or insurance policy, excepting such money as shall be collected on insurance against loss of use and occupancy, shall at the option of the Authority be used to retire the Authorized Revenue Bonds outstanding or be applied to reconstruction and restoration of that portion of the Toll Bridge Facility damaged to at least the same good order, repair and condition that it was in prior to the damage in so far as the same may be restored from said proceeds. All money collected on any insurance policy against loss of use and occupancy shall be deposited in the 1956 Bond Redemption Fund and the Subsequent Bond Redemption Fund in the proportionate amounts that the next year's interest due on the 1956 Bonds and the Subsequent Bonds bear to each other.

The policies for such insurance shall be obtained by the Authority and shall name the Authority as the insured and shall be deposited with the Trustee together with receipts showing payment of any and all premiums therefor. Upon any failure of the Authority to so deposit such policies with such receipts within ten days after written demand therefor by the Trustee, the Trustee may procure any such insurance at the expense of the Authority for charge against the respective Construction Funds or the Operating Fund; provided, however, that no such insurance shall be procured by the Trustee at rates in excess of those

recommended by the Inland Marine Insurance Bureau and accepted by the Commissioner of Insurance of the State of Washington.

Section 16. The Authority hereby irrevocably appoints the Trustee as its agent to receive at its office notices, presentations and demands in respect of the outstanding Authorized Revenue Bonds and coupons attached thereto or this resolution or the Subsequent Bond Resolution. The Trustee hereby accepts the trust and assumes the duties herein created and imposed on it, but only upon and subject to the following specific terms and conditions:

(a) Except for its certificate of authentication upon all the Authorized Revenue Bonds issued, the Trustee shall not be responsible for any recitals herein or in the Subsequent Bond Resolution or in said bonds, or for the validity of said bonds or any of the coupons attached thereto.

(b) Except as otherwise provided in this resolution, the Trustee shall not be under any obligation to take any action for the execution or enforcement of the trust hereby created or to institute or defend any suit in respect of the outstanding Authorized Revenue Bonds or of this resolution or the Subsequent Bond Resolution unless indemnified from time to time to its satisfaction against any expense or liability connected therewith and unless requested in writing by the holders of twenty per cent (20%) in principal amount of the Authorized Revenue Bonds then outstanding.

(c) The Trustee shall be protected in acting upon any notice, request, consent, certificate, order, affidavit, letter, telegram or other paper or document believed by it to be genuine and correct and to have been signed, sent or delivered by the person or persons by whom such paper or document shall purport to have been signed, sent or delivered.

(d) The Trustee shall not be answerable for any neglect or default of any person, firm or corporation employed and selected by it with reasonable care.

(e) The Trustee will permit the holder of any Authorized Revenue Bond to inspect any instrument, opinion or certificate filed with the Trustee by

the Authority and the respective Highway Commissions of the States of Oregon and Washington or by any person or agency acting for the Authority or said two states.

(f) The Trustee shall be entitled to reasonable compensation for all services by it rendered in execution of the trusts hereby created and to be reimbursed for all proper outlays of every kind and nature by it incurred in the execution of such trusts.

(g) The Trustee shall not be bound to recognize any person, firm or corporation as a holder of any of the Authorized Revenue Bonds until his or its title thereto shall have been established to its reasonable satisfaction.

(h) The Trustee may consult with counsel, and the opinion of such counsel shall be full and complete authorization and protection in respect of any action taken or suffered by it hereunder in good faith and in accordance with the opinion of such counsel.

Section 17. No recourse for the payment of any part of the principal of or interest on any outstanding Authorized Revenue Bond or any coupon or for the satisfaction of any liability arising from, founded upon, or existing by reason of the issue and ownership of such bonds shall be had against the States of Washington and/or Oregon or any member of the Authority, the Highway Commissions of each state or any of the officials thereof.

Section 18. The following events shall be events of default under this resolution:

(a) If the Authority fails to make the payments into the 1956 Bond Redemption Fund and the Subsequent Bond Redemption Fund required in this resolution and the Subsequent Bond Resolution at the times provided.

(b) If payment of the principal and premium due if any of any of the outstanding Authorized Revenue Bonds at the time specified for such payment shall not be made.

(c) If payment of any installment of interest due on any outstanding Authorized Revenue Bond shall not be made on the date specified in the appurtenant coupon for the payment of such interest.

(d) If default shall be made by the Authority in the observance of any other covenant, condition or agreement of the Authority under this resolution or the Subsequent Bond Resolution or of the outstanding Authorized Revenue Bonds and such default shall continue for a period of thirty days after written notice has been given to the Secretary of the Authority specifying such default and requiring the same to be remedied.

Section 19. That upon the happening of any event of default specified in Section 18 hereof, then and in every such case the Trustee may proceed, and upon the written request of the holders of twenty per cent (20%) of the principal amount of the Authorized Revenue Bonds then outstanding, the Trustee shall proceed to protect and enforce the rights of the Trustee and/or the bondholders by a suit, action, or special proceeding in equity or at law, either for the specific performance of any covenant or agreement or for the execution of any power, or for the enforcement of any proper legal or equitable remedy as shall be deemed most effectual to protect and enforce the rights aforesaid.

Section 20. In case any Authorized Revenue Bond or Bonds issued or coupons of any such bond or bonds shall be lost, stolen or destroyed, the Authority may execute and the Trustee may authenticate and deliver a new bond or bonds and a coupon or coupons of like date, number and tenor to the holder thereof upon the holder's paying the expenses and charges of the Authority and the Trustee in connection therewith and upon his filing with the Trustee evidence satisfactory to it and to the Authority that such bond or coupons were actually lost, stolen or destroyed and of his ownership thereof, and upon furnishing the Authority and the Trustee with indemnity satisfactory to them.

Section 21. All rights of action under this resolution, the Subsequent Bond Resolution, or under any of the outstanding Authorized Revenue Bonds or coupons may be enforced by the Trustee without possession of such bonds or coupons outstanding. Any suit, action, or other legal proceedings instituted by the Trustee shall be brought in its own name as Trustee without

making the known or unknown holders of any of such bonds or coupons a party or parties thereto, and any recovery or judgment shall be for the ratable benefit of the holders of all the Authorized Revenue Bonds outstanding and the coupons thereto attached.

Section 22. No holder of any of the Authorized Revenue Bonds shall be entitled to institute any action whatsoever to enforce any rights or remedies granted by this resolution or the Subsequent Bond Resolution unless and until such holder shall have first given to the Trustee written notice of an event of default hereunder or under said Subsequent Bond Resolution, and also unless and until the holders of at least twenty per cent (20%) in principal amount of the said bonds then outstanding shall have made written request upon the Trustee as provided in Section 16 (b) hereof and the Trustee shall have refused or, for a period of thirty days after receipt of such notification and request, shall have neglected to institute any suit, action, or other legal proceedings. It is hereby expressly covenanted by the holder of every Authorized Revenue Bond and the Trustee that no one or more holders of such bonds or coupons shall have any right in any manner whatsoever to affect, disturb or prejudice the rights of the holder of any other bond or coupon or in any manner or way to obtain or seek to obtain priority or preference over any such holder or to enforce any right hereunder or under the Subsequent Bond Resolution except in the manner herein provided and for the equal, ratable and common benefit of all holders of the outstanding Authorized Revenue Bonds and coupons.

Section 23. No remedy herein conferred upon or reserved to the Trustee or to the holders of the Authorized Revenue Bonds or coupons is intended to be exclusive of any other remedy or remedies, and each and every such remedy shall be cumulative and shall be in addition to every other remedy given hereunder or now or hereafter existing at law or in equity or by statute.

Section 24. No delay or omission of the Trustee or of any holder of any of the Authorized Revenue Bonds or coupons to exercise any right or power

accruing upon any default occurring and continuing as aforesaid shall impair any such right or power or shall be construed to be a waiver of any such default or an acquiescence therein; and every power and remedy given by this resolution or the Subsequent Bond Resolution to the Trustee or to the holders of the Authorized Revenue Bonds or coupons attached thereto may be exercised from time to time and as often as may be deemed expedient by the Trustee or by the holders of such bonds or coupons.

Section 25. If at any time before the occurrence of any default in the payment of the principal of or interest on and premium, if any, due on the outstanding Authorized Revenue Bonds there shall be deposited with the Trustee such sum as, together with all moneys then held by the Trustee and available for that purpose, constitutes a sufficient sum to pay the whole amount of principal, premium if any, and interest due and payable on the Authorized Revenue Bonds and coupons then outstanding to the first date said bonds may be redeemed, and there shall also be paid to the Trustee all the sums payable hereunder including the proper charges and expenses of the Trustee, and the Authority shall have well and truly kept and performed all of the things required to be kept and performed by it according to the true intent of this resolution and the Subsequent Bond Resolution, then these presents and the rights hereby and by the Subsequent Bond Resolution granted shall cease, terminate and be void, and thereupon the Trustee shall proceed in the manner provided herein to pay and redeem all of said Authorized Revenue Bonds then outstanding.

Section 26. This resolution, the Subsequent Bond Resolution, and the issued Authorized Revenue Bonds and coupons are and shall always be construed to be contracts made under and pursuant to the laws of the State of Washington in force at the time of the date of the delivery of and payment for such bonds, and all the terms, covenants, conditions and provisions hereof and of such Subsequent Bond Resolution shall be construed according to such laws; provided, however, that any constitutional or statutory provision enacted after the date of this resolution or such Subsequent Bond Resolution which validates

or makes legal any provision of this resolution, the Subsequent Bond Resolution, or of the issued Authorized Revenue Bonds and/or the coupons attached thereto, which would otherwise be invalid or illegal, shall be deemed to apply to such resolutions and to such bonds and coupons.

Section 27. The Trustee may resign and be discharged from the trust hereby created by notice in writing given to either the Authority or to its Secretary at least thirty days before such resignation is to take effect. Such resignation shall take effect upon the appointment and qualification of a new trustee if the same be appointed and qualified before the time limited by such notice.

In case at any time the Trustee shall resign, be removed or discharged, or otherwise become incapable of acting, or in case the position of Trustee shall become vacant for any reason, a successor may be appointed by the holders of the majority in principal amount of the Authorized Revenue Bonds then outstanding and unpaid by an instrument in writing signed by such holders and filed with the Authority; provided, that in case at any time there shall be a vacancy in the office of Trustee hereunder, said Authority shall appoint a trustee to fill such vacancy until a new trustee shall be appointed by the bond-holders as hereby authorized. Any trustee hereafter appointed shall be a trust company or bank having the powers of a trust company as to trusts, holding membership in the Federal Deposit Insurance Corporation, having an officially reported combined capital, surplus, undivided profits and reserves aggregating at least $1,000,000, being authorized to do and doing business from a principal office in the State of Washington, and being qualified to act as a depository of funds of the State.

Every successor trustee appointed hereunder shall execute, acknowledge and deliver to its predecessor, and also to said Authority, an instrument in writing accepting such appointment hereunder. Thereupon such successor trustee, without any further act, shall become fully vested with all the rights, immunities, powers, trusts, duties and obligations of its predecessor.

Such predecessor shall, on the written request of said Authority, execute and deliver an instrument transferring to such successor trustee all the rights, powers and trusts of such predecessor hereunder. Should any instrument in writing from said Authority be required by any successor trustee for more fully and certainly vesting in such trustee the rights, powers and duties hereby vested in the predecessor trustee, such an instrument shall, on request, be executed, acknowledged and delivered by said Authority.

Section 28. The provisions of this resolution shall constitute a contract between the Authority, the Trustee, and the holders of the Authorized Revenue Bonds upon the acceptance of this resolution by the Trustee and the issuance and delivery of said bonds.

Section 29. If any section, paragraph, clause or provision of this resolution shall be held invalid, the invalidity of the same shall not affect any of the remaining provisions of this resolution.

ADOPTED by the Washington Toll Bridge Authority at its meeting duly convened and held at the State Capitol in Olympia, Washington, after notice thereof duly given as required by law on the 6 day of March, 1956.

Governor of the State of Washington

/s/ Cliff Yelle
Auditor of the State of Washington

/s/ Ralph Davis
Chairman, Public Service Commission,
State of Washington

/s/ E. C. Huntley
Chairman, Highway Commission,
State of Washington

/s/ H. D. Van Eaton
Director, Department of General
Administration of the State of Washington

ATTEST:

/s/ D. B. Hedges
Secretary,
Washington Toll Bridge Authority
APPROVED:

/s/ Richard Thorgrimson
Special Assistant Attorney General
and Special Bond Counsel for the
Washington Toll Bridge Authority

The foregoing resolution and trust indenture, consisting of thirty-three (33) pages of which this is the last, and all the terms, provisions and convenants thereof are hereby accepted by Seattle First National Bank of Seattle, Washington, as Trustee named herein, this 6 day of March, 1956.

By /s/ Harvard Palmer
Vice President
and Trust Officer

I, the undersigned, D. B. Hedges, do hereby certify that I am the duly appointed, qualified and acting Secretary of the Washington Toll Bridge Authority and that the foregoing constitutes a true, correct and complete copy of a resolution duly adopted by said Washington Toll Bridge Authority at its meeting, after notice thereof duly issued as required by law, duly convened and held at the Capitol in Olympia, Washington, on March 6, 1956, as appears of record in my office, and that no changes, alterations or amendments thereto have been ordered or made by said Authority.

March 6, 1956 Date

Secretary, Washington Toll Bridge Authority

(SEAL)

RECEIVED
MAR 1
LEGAL DEPT

NOTICE OF BOND SALE

STATE OF WASHINGTON
TOLL BRIDGE AUTHORITY

VANCOUVER-PORTLAND INTERSTATE
TOLL BRIDGE FACILITY REVENUE BONDS

$9,300,000

NOTICE IS HEREBY GIVEN that sealed bids will be received by the Washington Toll Bridge Authority at the office of the Secretary of the Authority in the Transportation Building, Olympia, Washington, until the hour of 11:30 a. m. on the

27TH DAY OF MARCH, 1956

for the purchase of $9,300,000 par value of Vancouver-Portland Interstate Toll Bridge Facility Revenue Bonds, 1956 (herein referred to as the "1956 Bonds") of the Authority, which bids will at once thereafter be publicly opened, read and considered at a meeting of the Authority to be held at the office of the Governor in the Legislative Building, Olympia, Washington.

The 1956 Bonds are part of an authorized issue of such toll bridge facility bonds in the total principal sum of not to exceed $14,500,000, all of which bonds, if, as, and when issued, shall rank pari passu with each other and shall have an equal lien for the payment of the principal thereof and interest thereon upon the revenues derived from the tolls collected for the use and operation of the Vancouver-Portland Interstate Toll Bridge Facility.

Said 1956 Bonds shall be coupon bonds, shall be dated May 1, 1956, shall be in denominations of $1,000 each, shall bear interest at a rate of not to exceed 6% per annum payable semiannually on the first days of May and November of each year, shall be registerable as to principal only, shall be payable both principal and interest at the main office of _____ in Seattle, Washington, Trustee, or, at the option of the holder, at the fiscal agency of the State of Washington in the City of New York, New York, and shall be numbered and mature in order of their number as follows:

Bond Nos.	Maturity Date	Amount
1 - 523	May 1, 1961	$523,000
524 - 1061	May 1, 1962	538,000
1062 - 1616	May 1, 1963	555,000
1617 - 2187	May 1, 1964	571,000
2188 - 2776	May 1, 1965	589,000
2777 - 3382	May 1, 1966	606,000
3383 - 4007	May 1, 1967	625,000
4008 - 4650	May 1, 1968	643,000
4651 - 9300	May 1, 1971	4,650,000

The Washington Toll Bridge Authority has covenanted and agreed that it will call for payment and retirement the following amounts of the term bonds numbered 4651 to 9300 inclusive, maturing on May 1, 1971, at the following times and prices, such bonds to be so called and retired each year to be determined by lot:

Date	Amount	Price
May 1, 1961	$363,000	$102.50 per $100 par value
May 1, 1962	374,000	102.00 per $100 par value
May 1, 1963	385,000	101.50 per $100 par value
May 1, 1964	397,000	101.00 per $100 par value
May 1, 1965	408,000	100.75 per $100 par value
May 1, 1966	421,000	100.50 per $100 par value
May 1, 1967	434,000	100.25 per $100 par value
May 1, 1968	446,000	Par
May 1, 1969	460,000	Par
May 1, 1970	474,000	Par
May 1, 1971	488,000	Par

The Washington Toll Bridge Authority has reserved the right to redeem any or all of such 1956 Bonds outstanding in inverse numerical order at the following times and prices:

On May 1 and November 1, 1961, at $102.50 per $100 par value
On May 1 and November 1, 1962, at $102.00 per $100 par value
On May 1 and November 1, 1963, at $101.50 per $100 par value
On May 1 and November 1, 1964, at $101.00 per $100 par value
On May 1 and November 1, 1965, at $100.75 per $100 par value
On May 1 and November 1, 1966, at $100.50 per $100 par value
On May 1 and November 1, 1967, at $100.25 per $100 par value
On May 1, 1968 and any interest payment date thereafter, at par.

Provided, however, that all the bonds numbered 4651 to 9300 inclusive, maturing on May 1, 1971, must be redeemed and retired before any of the bonds numbered 1 to 4650 inclusive may be called for redemption ahead of their fixed maturities.

The Washington Toll Bridge Authority has irrevocably covenanted that the payment of the principal of, premium if required and interest on all of such authorized bonds is secured by a first, direct and exclusive lien and charge upon the tolls and other revenue of any nature whatsoever received from the use and operation as a single toll facility of the existing interstate bridge across the Columbia River between the Cities of Portland, Oregon and Vancouver, Washington as the same will be reconstructed, and the new multi-lane bridge that will be constructed between such cities and adjacent to such existing bridge, subject only to charges upon such tolls and other revenue for the maintenance, operation and repairs of such two bridges, including the toll plaza and approaches thereto.

Further information regarding past and present traffic on the existing bridge, the tolls to be charged, the estimated gross revenue of said two bridges as a single toll facility, the estimated expenses of maintenance, operation and repairs thereof, payments required to be made into the 1956 Bond Redemption Fund and the Reserve Account therein for the payment of the principal of and interest on these 1956 Bonds, the amount of parity bonds which may later be issued, the use of surplus revenues to call bonds, all covenants guaranteeing, securing and safeguarding the payment of the principal of and interest on all of said bonds, and the rights, duties and obligations of the Trustee for all of such bonds will be found in a report of Wilbur Smith and Associates, traffic engineers, New Haven, Connecticut, and the combined bond resolution and trust indenture adopted by the Authority, both of which will be furnished upon request made to D. B. Hedges, Secretary, Washington Toll Bridge Authority, Transportation Building, Olympia, Washington.

The bids submitted shall specify either (a) the lowest rate or rates of interest and premium above par at which the bidder will purchase said bonds, or (b) the lowest rate or rates of interest at which the bidder will purchase said bonds at par, or (c) the lowest rate or rates of interest at which the bidder will purchase said bonds at a discount of not more than 1 1/2% below par. All bids submitted must fix one interest rate only for bonds numbered 4651 to 9300 inclusive, maturing on May 1, 1971, and must agree to pay accrued interest to date of

delivery, if any.

The bonds will be awarded to the bidder offering to purchase all of the same as provided herein at the lowest net interest cost to the Authority on all of said bonds. Each bidder shall compute and state in his bid the net interest cost to the Authority that will result from his bid, and such net interest cost on the issue shall be considered as the sum of the total interest cost on the serial bonds numbered 1 to 4650 inclusive, and the total interest cost on the term bonds numbered 4651 to 9300 inclusive, computed on the basis of the mandatory retirement schedule of such term bonds as hereinbefore set forth, but omitting the call premiums due thereunder, plus any discount or less any premium offered. Each bid shall also state the effective interest rate over the life of said bonds under the terms of the bid, using such mandatory retirement schedule for such term bonds and omitting the mandatory premiums.

Each bidder shall seal his bid in an envelope with a good faith deposit in the form of a certified or cashier's check made payable to the Washington Toll Bridge Authority in the principal sum of at least two per cent (2%) of the amount of his bid. Good faith checks of unsuccessful bidders will be returned when bids are evaluated, and that of the successful bidder, if any, will be retained for forfeit to the Washington Toll Bridge Authority in the event said successful bidder should fail or refuse to accept said bonds within forty-five days from the date of acceptance of his bid.

The Washington Toll Bridge Authority reserves the right to reject any and all bids and to waive any irregularities therein.

Printed bonds will be furnished by the Authority and, when executed, will be delivered to the purchaser as a whole in the City of New York, New York.

The opinion of Preston, Thorgrimson & Horowitz, bond counsel of Seattle, Washington, approving the legality of the issuance of said bonds will be furnished to the purchaser at the expense of the Authority.

DATED March 6, 1956.

WASHINGTON TOLL BRIDGE AUTHORITY

By D. B. HEDGES, Secretary

RECEIVED
MAR 7 - 1956
FOR FILING
7971
7653

Salem, Oregon
March 5, 1956

Portland-Vancouver
Interstate Bridge

Mr. R. H. Baldock

By the resolution of the Washington Toll Bridge Authority which was approved by the Oregon Highway Commission on March 2, 1956, the first issue of bonds, called the 1956 bonds, will be in the amount of $9,300,000. This is to be followed by a second issue, after bids are taken on the remodeling of the existing bridge, in an amount estimated at $5,200,000, the amount actually issued to be determined by the best bid for this remodeling work. These amounts were arrived at as follows:

FIRST BOND ISSUE

1. South Approach (Oregon)

Grading and paving (estimated)		$ 281,983.50	
Landscaping (estimated)		16,875.00	
Lighting (estimated)		110,000.00	
Right of way (estimated)		300,000.00	
Oregon Slough Bridge (bid)	$1,117,760.00		
10% engineering and contingencies	111,776.00	1,229,536.00	$1,938,394.50

2. Main River Crossing

Engineering costs, Washington (incurred)		17,665.54	
Main river bridge (bid)	5,564,180.00		
10% engineering and contingencies	556,418.00	6,120,598.00	6,138,263.54

3. Financing Costs

Attorney's fees, printing, etc. (estimated)	35,000.00
4. Insurance (Estimated)	140,000.00
	8,251,658.04
5. Interest - May 1, 1956 to June 30, 1960 4 yrs. 2 mo. at 3% (estimated)	1,031,457.26
TOTAL	$9,283,115.30

SECOND BOND ISSUE

1. Remodel Existing Bridge (Estimated)		$2,386,125.00
2. Toll Plaza (Estimated)		250,000.00
3. North Approach (Washington)		
Prior work north to 5th Street	$2,370,642.64	
New construction work (estimated)	100,000.00	
Right of way (estimated)	228,000.00	
	2,698,642.64	
By agreement reimbursable amount limited to cost of south approach, see (1) of First Bond Issue		1,938,394.50
		$4,574,519.50
4. Operating Fund (Fixed)		10,000.00
		4,584,519.50
5. Interest - November 1, 1957 to June 30, 1960 2 yrs. 8 mo. at 3% (estimated)		366,761.56
TOTAL		$4,951,281.06

The estimated amount needed for the purposes listed under the first bond issue is slightly less than the $9,300,000 to be issued. The amount authorized for the second bond issue is approximately $250,000 more than the estimated need. Only enough of this second bond issue need be issued to meet the needs when they are more accurately determined after bids are received for the remodeling of the existing bridge.

The time schedule for the complete project is attached hereto. In the computation of interest on the first bond issue, the date of the bond was assumed as May 1, 1956. The Washington Toll Bridge Authority now expects to complete the bond sale on March 27, 1956, which may require the bonds to be dated April 1, 1956. This would add one month's interest, amounting to $20,630, to the interest requirements.

Attach.

G. S. Paxson

GSP:gs

cc Mr. W. C. Williams
Mr. C. W. Enfield
Mr. P. M. Stephenson

YDS SCHEDULE

INTERSTATE AND OREGON SLOUGH BRIDGE

Advertise for Bids	January 13, 1956
Open Bids	March 1, 1956
Advertise Sale of Bonds	March 6, 1956
Open Bids on Bonds	April 17, 1956
Deliver Bonds	May 17, 1956
Award Contract	April 20, 1956
Open New Bridge to Traffic	June 30, 1958
Complete Bridge	August 31, 1958
Award Grading and Pavement	April 1, 1957
Sell Second Bond Issue	November 1, 1957
Award Remodeling of Old Bridge	January 1, 1958
Award Toll Collecting Facilities	April 1, 1959
Open Existing Bridge to Traffic	December 31, 1959
Start Toll Collecting	December 31, 1959
Interest on Bonds covered until	June 30, 1960

ARTHUR B. LANGLIE, Governor
Chairman of Authority

CLIFF YELLE, State Auditor

RALPH M. DAVIS, Chairman
Public Service Commission

R. A. MOISIO, Chairman
State Highway Commission

H. D. VAN EATON, Director
Department of General Administration

STATE OF WASHINGTON

W. A. BUGGE, Director of Highways
Ex Officio Member

D. B. HENDRY
Secretary of Authority

WASHINGTON TOLL BRIDGE AUTHORITY

TRANSPORTATION BUILDING
OLYMPIA, WASHINGTON

February 24, 1956

Oregon State Highway Commission
Salem, Oregon

Attention: Mr. Glen Paxson

Gentlemen: Re: Vancouver-Portland Interstate Toll Bridge

I am transmitting herewith tabulation of costs incurred in connection with the acquisition of right of way and the construction of the approaches to the existing Interstate Bridge south of the center line of 5th Street, in Vancouver, Washington. The total cost reflected on the tabulation amounts to $2,445,642.64.

I wish to call your attention to the tabulation, particularly the last item on the first page, setting forth the estimated cost of rearranging approaches to fit the new Interstate Bridge, in the amount of $75,000.00. This amount should be deducted from the total figure as this amount was inadvertently included in the tabulation. The tabulation should be considered exclusive of the estimated cost and the balance remaining would represent actual construction and right of way costs previously experienced by the Washington State Highway Commission in connection with the project as related to the bridge. The estimated cost of rearranging approaches to fit the new Interstate Bridge, including all grading, paving, lighting facilities, landscaping and traffic control, amounts to $100,000.00. In addition to this estimated cost, we will also be subjected to added right of way costs amounting to $228,000.00, the bulk of which represents costs to the Port of Vancouver, which property has already been acquired, subject to payment on or before July 1, 1956, in the amount of $204,375.00. We have previously expended in electrical design on the draw span, the sum of $17,665.54, which will have to be reimbursed by the Authority and is in no way related to costs previously incurred in the construction of the approaches to the existing Interstate Bridge.

We will also have to pay certain legal fees, trustee fees, printing expense for resolution, bond printing and signing expense, traffic engineering expense, and miscellaneous office and traveling expenses in connection with the bond issue, which should not exceed the sum of $35,000.00. I will have

the detail developed on these last items and will review them with you in Portland on March 1st.

Very truly yours,

WASHINGTON TOLL BRIDGE AUTHORITY

Darrell B. Hedges HCH

By: D. B. HEDGES
Secretary

DBH:hm
cc: Mr. W. A. Bugge
Mr. E. L. Massey

P. S. - The above was dictated by Mr. Hedges and, in his absence, he asked that I review the context. I wish to summarize the cost figures this way. Total cost actually expended to date by the Department of Highways - $2,370,642.64. Estimated additional cost to complete right of way, approaches, bridge design expense on draw span, and financing expenses by the Toll Bridge Authority amount to $390,665.54 380,665.54 which will give a total, including money expended and additional estimated cost, in the amount of $2,751,308.18.

H. C. HIGGINS

RECEIVED
FEB 27 1956
OREGON
STATE HIGHWAY COMMISSION

FEBRUARY 20th, 1956

PSH No. 1, INTERSTATE BRIDGE AT VANCOUVER

Following are the costs incurred in connection with the acquisition of th Right of Way and construction of the approches to the Interstate Bridge, South of the center line of 5th Street.

CONTRACT COSTS

Contr. No.	Description		
3963	Main Apt., in Vanc. Demolition & removal	3,190.27	
4099	S. P. & S. Ry. Under Xing in Vanc.	334,946.12	
4100	Vanc. Freeway, McCoy Auto Bldg. etal	7,119.54	
4124	P.S.H. No. 8, Under Xing in Vanc.	171,481.52	
4131	Vanc. Freeway, Corder Motors Bldg. etal	5,108.83	
4149	Vanc. Freeway, Knapp Tractor & Impl. Bldg.	8,431.77	
4165	Vanc. Freeway, C. A. Perkins Bldg. etal	7,675.86	
4171	Brdy. Under Xing in Vanc.	87,642.68	
4186	Vanc. Freeway, Coal Spur Relocation	55,821.22	
4291	Relocation of Vanc. Barracks Bldgs.	10,670.72	
4313	Vanc. Freeway, Water System Renonstr.	63,446.70	
4317	Vanc. Freeway, Storm Sewer, Columbia Riv. to 6th Street	75,499.28	
4444	Vanc. Freeway, Interstate Bridge to 5th	342,900.60	
4604	Vanc. Freeway, 5th Street Vic. to Burnt Bridge Creek	26,119.26	
4866	Vanc. Freeway, Illumination	19,772.92	
4988	Interstate Br. to 5th St. & 14th St. Interchange- Roadside Improvement	31,948.18	1,252,775.47

STATE FORCE PROJECTS

C-995	Sewers by City	8,210.13	
C-1020	Relocate 6" Water Mains	1,680.76	
C-1167	Drainage, Ditches and Slides	143.58	
C-1310	Fire Hydrants & Alarms	219.60	10,254.07

LOCATION PROJECTS

L-107	Alternate Route through Vancouver	40,240.91	
L-651	Vancouver Freeway	25,464.30	
L-780	Vancouver Freeway	152,482.64	
		218,187.85	
	29.372% of 218,187.85, Location costs		64,086.14

The percentage of total location funds included in the above figures was arrived at by pro-rating the total Contract Construction cost below 5th Street against the total Contract Construction costs for the entire Freeway.

Estimated cost of rearranging Approaches to fit new Interstate Bridge 75,000.00

RIGHT OF WAY PROJECTS

RW- 103	Interstate Bridge to 25th St.	946,733.32	
RW-266	Interstate Bridge to 25th St.	113,441.69	
RW-492	Interstate Bridge to 25th St.	12,650.75	
RW-560	Interstate Bridge to 25th St.	2,892.09	
RW-590	Interstate Bridge to 25th St.	40.00	
RW-626	Interstate Bridge to 25th St.	162.16	
			1,075,920.01
	Less Portion outside 5th Street		31,393.05
	TOTAL RIGHT OF WAY		1,044,526.96

Right of Way costs outside 5th street consist of one parcel of land out of a total of 39 purchased in the area and 1/39 of Right of Way costs incidental to the purchase of land.

TOTAL COSTS 2,445,642.64

It was then moved by Mr. Huntley, seconded by Mr. Van Eaton, and unanimously carried:

That Resolution No. 312 of the Washington Toll Bridge Authority, authorizing the issuance of Vancouver-Portland Interstate Toll Bridge Facility Revenue Bonds in the principal sum of not to exceed $14,300,000.00 for the purpose of providing funds to pay all of the cost of constructing a new bridge across the Columbia River between the cities of Portland, Oregon and Vancouver, Washington, adjacent to the existing Interstate Bridge, and to pay part or all of the cost of altering and reconstructing such existing bridge, designating a trustee, and authorizing the sale of $9,300,000.00 of such bonds for the purpose of providing funds to carry out part of such purposes, be and the same is hereby adopted by the Washington Toll Bridge Authority, and that the members in attendance affix their official signatures thereto.

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Whereupon, it was moved by Mr. Van Eaton, seconded by Mr. Yelle, and unanimously carried:

That the proposal as submitted by the Seattle-First National Bank to serve as trustee in connection with the Vancouver-Portland Interstate Toll Bridge Facility Revenue Bonds be and it is hereby accepted; and further, that the Secretary advise the Seattle-First National Bank that their proposal had been accepted and that sufficient copies of the resolution be presented to the Seattle-First National Bank for the execution of the Trust Certificate in order that adequate copies would be available for the necessary proceedings; and further, that the Secretary be and he is hereby instructed to submit a letter to the National Bank of Commerce, expressing the Authority's appreciation for the proposal which they submitted.

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I, the undersigned, D. B. Hedges, do hereby certify that I am the duly appointed, qualified and acting Secretary of the Washington Toll Bridge Authority and that the foregoing constitutes true, correct and complete excerpts of the Minutes of the meeting of the Washington Toll Bridge Authority duly convened and held at the Capitol in Olympia, Washington, on March 6, 1956, as appears of record in my office, and that no changes, alterations or amendments thereto have been ordered or made by said Authority.

In Witness Whereof, I have hereunto affixed my official signature and the seal of said Authority at the Capitol in Olympia, Washington, this 6th day of April, 1956.

Secretary,
Washington Toll Bridge Authority

It was moved by Mr. Van Eaton, seconded by Mr. Yelle, and unanimously carried;

That Resolution No. 314 of the Washington Toll Bridge Authority, amending the Authority's Resolution No. 312 adopted March 6, 1956, by adding a section thereto authorizing the investment of moneys in the 1956 Bond Redemption Fund, be and the same is hereby adopted.

I, the undersigned, D. B. Hodges, do hereby certify that I am the duly appointed, qualified and acting Secretary of the Washington Toll Bridge Authority and that the foregoing constitutes a true, correct and complete excerpt of the Minutes of the meeting of the Washington Toll Bridge Authority duly convened and held at the Capitol in Olympia, Washington, on March 16, 1956, as appears of record in my office, and that no changes, alterations or amendments thereto have been ordered or made by said Authority.

In Witness Whereof, I have hereunto affixed my official signature and the seal of said Authority at the Capitol in Olympia, Washington, this 17th day of April, 1956.

Secretary,
Washington Toll Bridge Authority

It was then moved by Mr. Van Eaton, seconded by Mr. Yelle, and unanimously carried:

> That the bid of Union Securities Corporation, providing for the payment of $9,163,290.00, with a coupon rate of 3 1/8% on the serial bonds maturing 1961 to 1968, inclusive, and a coupon rate of 3.20% on the term bonds maturing 1971, be and it is hereby accepted; and further, that Resolution No. 316, hereinafter set out, being a resolution of the Washington Toll Bridge Authority accepting the best bid for the purchase of $9,300,000.00 of Vancouver-Portland Interstate Toll Bridge Facility Revenue Bonds, 1956, and fixing the interest rates of same, be and the same is hereby adopted.

I, the undersigned, D. B. Hedges, do hereby certify that I am the duly appointed, qualified and acting Secretary of the Washington Toll Bridge Authority and that the foregoing constitutes a true, correct and complete excerpt of the Minutes of the meeting of the Washington Toll Bridge Authority duly convened and held at the Capitol in Olympia, Washington, on March 27, 1956, as appears of record in my office, and that no changes, alterations or amendments thereto have been ordered or made by said Authority.

In Witness Whereof, I have hereunto affixed my official signature and the seal of said Authority at the Capitol in Olympia, Washington, this 4th day of April, 1956.

Secretary
Washington Toll Bridge Authority

RESOLUTION NO. 312

A RESOLUTION of the Washington Toll Bridge Authority authorizing the issuance of Vancouver-Portland Interstate Toll Bridge Facility Revenue Bonds in the principal sum of not to exceed $14,500,000 for the purpose of providing funds to pay all of the cost of constructing a new bridge across the Columbia River between the Cities of Portland, Oregon and Vancouver, Washington adjacent to the existing interstate bridge and to pay part or all of the cost of altering and reconstructing such existing bridge, designating a Trustee, and authorizing the sale of $9,300,000.00 of such bonds for the purpose of providing funds to carry out part of such purposes.

WHEREAS, the Washington Toll Bridge Authority is a legally constituted public agency of the State of Washington, deriving its powers from Chapter 173, Laws of 1937 of the State of Washington, as amended, and Chapter 132, Laws of 1953 of the State of Washington as amended by Chapter 152, Laws of 1955 of the State of Washington; and

WHEREAS, the Authority has determined, in conjunction with the States of Oregon and Washington acting by and through their respective State Highway Commissions, that public interest and necessity require the construction of a new multi-lane drawbridge, including approaches thereto, across the Columbia River adjacent to the existing interstate bridge between Vancouver, Washington and Portland, Oregon, the reconstruction and alteration of such existing interstate bridge to bring it to the same deck level as such new bridge, the construction and equipping of a toll plaza, the construction of and provision for better or additional approaches to said existing bridge, and the doing of all other work incidental to and necessary for the construction and operation of such bridges as a single toll facility and as a part of the public highways; and

WHEREAS, the sum of $14,500,000 is hereby estimated to be the amount required to pay all of the costs of such improvements and facilities, and it is deemed necessary that bonds of the Authority in the total principal sum of not to exceed $14,500,000, payable out of the revenues to be derived from the tolls collected for the use and operation of both such bridges as a single toll facility be

authorized, issued and sold to provide the money necessary for said purposes; and

WHEREAS, it is further deemed necessary that $9,300,000 of such bonds now be issued and sold to provide the money needed to construct such new bridge with approaches, to acquire the land necessary for such bridge approaches, to provide interest on such bonds during the period of construction of said two bridges and six months thereafter, to do all other work necessary in connection therewith, and to pay all expenses incidental thereto and to the issuance of such bonds; and

WHEREAS, the sum of $5,200,000 is hereby estimated to be the amount required to pay the cost of carrying out all the rest of the purposes authorized in Section 3 hereof, part of which cost it is expected will be paid out of United State Government grants of money; and

WHEREAS, under date of April 27, 1955, and as authorized by law, the Washington Toll Bridge Authority, the States of Oregon and Washington acting by and through their respective State Highway Commissions entered into an agreement fixing the rights, duties and obligations of each of said parties as to the design, plans and specifications for the construction of such new bridge and the reconstruction and alteration of such existing interstate bridge, the actual construction, reconstruction and alteration of the same, the construction and equipping of the necessary toll plaza, the construction of approaches and the acquisition of land therefor, the financing of all of the above by the issuance and sale of revenue bonds of the Authority payable out of tolls to be collected for the use and operation of such bridges as a single toll facility, and the maintenance, operation and repair of such bridges; and

WHEREAS, pursuant to written replies received in response to requests made by the Washington Toll Bridge Authority, the Authority has determined that _____, Seattle, Washington, should be selected as Trustee for the owners and holders of all of the Vancouver-Portland Interstate Toll Bridge Facility Revenue Bonds the issuance of which is authorized herein;

NOW, THEREFORE, BE IT RESOLVED by the Washington Toll Bridge Authority as follows:

Section 1. That in order to accommodate the present and ever-increasing volume of traffic across the Columbia River between the Cities of Portland, Oregon and Vancouver, Washington, the Washington Toll Bridge Authority finds and determines that public interest and necessity require the construction of a new multi-lane drawbridge across the Columbia River, including approaches thereto in the States of Oregon and Washington, between such two cities and adjacent to the existing interstate bridge between the same, and the alteration and reconstruction of such existing bridge to bring it to the same deck level as such new bridge. Such bridges and approaches shall be an integral part of U.S. Highway No. 99, shall be a part of Primary State Highway No. 1 of Washington within the State of Washington, and within the State of Oregon shall be a part of Oregon State Highway No. 1.

The Authority further finds that the construction of such new bridge and approaches and the reconstruction and alteration of such existing bridge with all necessary approaches as part of said highways, is necessary, advantageous and practicable, and that the cost thereof may be financed by the issuance of revenue bonds payable from the tolls collected for the use and operation of such bridges as a single toll facility as authorized by law and as hereinafter provided.

Section 2. As used in this resolution, the following words and phrases have the meanings hereinafter set forth unless the context indicates that another meaning is intended:

(a) The words "Vancouver-Portland Interstate Toll Bridge Facility Revenue Bonds" or "Authorized Revenue Bonds" mean the revenue bonds of the Authority in the total principal sum of not to exceed $14,500,000 authorized for all of the purposes set forth in Section 3 hereof.

(b) The words "Vancouver-Portland Interstate Toll Bridge Facility Revenue Bonds, 1956" or "1956 Bonds" mean the $9,300,000 of Authorized Revenue Bonds to be issued and sold for the purposes set forth in Section 4 hereof.

(c) The words "Subsequent Bonds" mean that portion of the

Authorized Revenue Bonds to be issued and sold subsequent to the issuance of the 1956 Bonds to carry out the purposes provided in Section 3 hereof not carried out of the proceeds of sale of the 1956 Bonds.

(d) The words "Vancouver-Portland Interstate Toll Bridge Facility" or "Toll Bridge Facility" mean such new bridge and approaches to be constructed, the existing interstate bridge as it will be altered and reconstructed with approaches and the toll plaza to be constructed and equipped for the use and operation of both bridges as a single toll facility.

(e) The word "Authority" means the Washington Toll Bridge Authority.

(f) The words "1956 Bond Redemption Fund" mean the Vancouver-Portland Interstate Toll Bridge Facility 1956 Revenue Bond Redemption Fund and the Reserve Account therein, both of which are hereinafter created.

(g) The words "Subsequent Bond Redemption Fund" mean the bond redemption fund that will hereafter be created for the payment of the principal of and interest on the Subsequent Bonds and any reserve account which may be created therein.

(h) The words "Subsequent Bond Resolution" mean the resolution of the Authority fixing the date, form, terms, and maturities of the Subsequent Bonds and authorizing the sale thereof.

Section 3. That as authorized by the laws of the States of Oregon and Washington and as provided in that certain agreement entered into between the Authority and the States of Oregon and Washington acting by and through their respective State Highway Commissions under date of April 27, 1955, the Washington Toll Bridge Authority shall issue its negotiable Vancouver-Portland Interstate Toll Bridge Facility Revenue Bonds in the total principal sum of not to exceed $14,500,000 to provide the money necessary for the following purposes:

A. The construction of a new multi-lane drawbridge across the Columbia River, including approaches thereto in the States of Oregon and Washington, which include the bridge over the Oregon Slough and

its approaches between the Cities of Portland, Oregon and Vancouver, Washington and adjacent to the existing interstate bridge between such two cities.

B. The acquisition by purchase or condemnation of all land necessary for such bridges and approaches.

C. The construction and equipping of a toll plaza including Administration Building at the Oregon end of said new and existing bridges and the acquisition of any land necessary therefor.

D. The alteration and reconstruction of such existing interstate bridge to bring it to the same deck level and span lengths as such new bridge.

E. The constructing and providing of better or additional approaches for such existing bridge and the acquisition by purchase or condemnation of such land as may be necessary for such approaches.

F. To pay all expenses incidental to the above, including but not being limited to reimbursement of the States of Oregon and Washington or their Highway Departments and the Washington Toll Bridge Authority for any and all expenditures made for such purposes, the issuance of such revenue bonds, interest on said bonds for the periods of construction and reconstruction plus six months, for lighting of such bridges and approaches and landscaping of such approaches, and a reasonable amount for working capital and prepaid insurance premiums.

In the event money is obtained from any source other than the proceeds of the sale of such Authorized Revenue Bonds to pay part or all of the cost of alteration and reconstruction of such existing interstate bridge, then the total principal amount of the Subsequent Bonds shall be reduced by the amount of such money so made available.

Both bridges shall be of such height as to permit free and unobstructed small craft navigation upon the Columbia River and, with the approaches thereto, shall be constructed and reconstructed in accordance with maps, plans

and specifications prepared by the Oregon Highway Commission, generally approved by the United States Army Engineers, and now on file in the office of the Washington Toll Bridge Authority.

All of such Authorized Revenue Bonds, if, as, and when issued, shall be negotiable instruments under the law merchant, shall rank pari passu with each other and shall have an equal lien for the payment of the principal thereof and interest thereon upon the revenues derived from the tolls collected for the use and operation of the Vancouver-Portland Interstate Toll Bridge Facility paid into the "Vancouver-Portland Interstate Toll Bridge Facility Operating Fund" hereinafter created.

Section 4. That in order to provide funds to carry out the purposes set forth in subsections A and B of Section 3 hereof, to reimburse the States of Oregon and Washington and the Authority for any advances they might have made or may make in carrying out such purposes as provided in the agreement entered into between such parties under date of April 27, 1955 to pay all expenses incidental thereto including the issuance and sale of the bonds provided for in this section and interest on said bonds for the period of construction of such facilities plus six months, and for certain prepaid insurance premiums, the Authority shall issue its negotiable Vancouver-Portland Interstate Toll Bridge Facility Revenue Bonds, 1956, in the total principal sum of $9,300,000.

Such 1956 Bonds shall be dated May 1, 1956, shall be in denominations of $1,000 each, shall bear interest at a rate of not to exceed 6% per annum payable semiannually on the first days of May and November of each year as evidenced by coupons to be attached to said bonds, shall be registerable as to principal only, and shall be numbered and mature in order of their number as follows:

Bond Nos.	Maturity Date	Amount
1 - 523	May 1, 1961	$ 523,000
524 - 1061	May 1, 1962	538,000
1062 - 1616	May 1, 1963	555,000
1617 - 2187	May 1, 1964	571,000
2188 - 2776	May 1, 1965	589,000
2777 - 3382	May 1, 1966	606,000
3383 - 4007	May 1, 1967	625,000
4008 - 4650	May 1, 1968	643,000
4651 - 9300	May 1, 1971	4,650,000

Bonds numbered 1 to 4650 inclusive, maturing from May 1, 1961 through May 1, 1968, are herein designated the "1956 Serial Bonds"; bonds numbered 4651 to 9300 inclusive, maturing May 1, 1971, are herein designated the "1956 Term Bonds."

The Authority hereby convenants and agrees that it will call for payment and retirement the following amounts of 1956 Term Bonds at the following times and prices:

Date	Amount	Price
May 1, 1961	$363,000	$102.50 per $100 par value
May 1, 1962	374,000	102.00 per $100 par value
May 1, 1963	385,000	101.50 per $100 par value
May 1, 1964	397,000	101.00 per $100 par value
May 1, 1965	408,000	100.75 per $100 par value
May 1, 1966	421,000	100.50 per $100 par value
May 1, 1967	434,000	100.25 per $100 par value
May 1, 1968	446,000	Par
May 1, 1969	460,000	Par
May 1, 1970	474,000	Par
May 1, 1971	488,000	Par

The 1956 Term Bonds to be so called and retired each year shall be determined by lot.

If any 1956 Term Bonds are called and retired in any one calendar year in addition to the amount of such Term Bonds above required to be called and retired on May 1 of such year, then the amount of such Term Bonds that must be called and retired on May 1 of the succeeding year or years may be reduced by the amount of such additional bonds so previously called and retired.

Both principal of and interest on the 1956 Bonds shall be payable in lawful money of the United States of America at the main office of _____ _____ in Seattle, Washington, or, at the option of the holder,

at the fiscal agency of the State of Washington in the City of New York, New York; solely out of the special 1956 Bond Redemption Fund hereinafter created.

In the event any of the proceeds of sale of the 1956 Bonds are left unexpended after the purposes set forth in the first paragraph of this section have been accomplished, such moneys may be used for any of the rest of the purposes provided in Section 3 hereof; in the event the proceeds of sale of the 1956 Bonds are insufficient to accomplish all of the purposes set forth in the first paragraph of this section, the balance of the money necessary therefor shall be provided from the proceeds of sale of the Subsequent Bonds.

Section 5. The Authority hereby reserves the right to redeem any or all of the 1956 Bonds outstanding in inverse numerical order at the following times and prices:

On May 1 and November 1, 1961, at $102.50 per $100 par value
On May 1 and November 1, 1962, at $102.00 per $100 par value
On May 1 and November 1, 1963, at $101.50 per $100 par value
On May 1 and November 1, 1964, at $101.00 per $100 par value
On May 1 and November 1, 1965, at $100.75 per $100 par value
On May 1 and November 1, 1966, at $100.50 per $100 par value
On May 1 and November 1, 1967, at $100.25 per $100 par value
On May 1, 1968 and any interest payment date thereafter, at par;

provided, however, that all the 1956 Term Bonds numbered 4651 to 9300 inclusive must be called and retired before any of the 1956 Serial Bonds numbered 1 to 4650 inclusive may be called for redemption ahead of their fixed maturities.

Notice of any intended redemption of any of the 1956 Bonds, except for the redemption of the 1956 Serial Bonds as the same shall mature, shall be given by the Authority by publication thereof in a newspaper or financial journal of general circulation in each of the Cities of Seattle, Washington and New York, New York. Each such notice shall be published once a week for two consecutive weeks and the first publication thereof shall be not more than forty nor less than thirty days prior to said redemption date. Interest on any bond or bonds so called for redemption shall cease on such redemption date unless any of the same shall not be redeemed upon presentation made pursuant to such call.

Section 6. For the purpose of securing the payment of the principal

of and interest on the Authorized Revenue Bonds whenever the same are issued and to secure for the benefit of all of said bonds the faithful performance of all of the covenants contained herein and in the Subsequent Bond Resolution, _____ _____, Seattle, Washington, is hereby designated as Trustee hereunder, with the powers and duties hereinafter set forth, and with no liability in connection with any action or omission to act hereunder except for its own negligence or willful breach of trust.

The proceeds of the sales of the Authorized Revenue Bonds, pending expenditure thereof as provided herein and in the Subsequent Bond Resolution, all the moneys which are or should in accordance with the terms hereof be paid into the 1956 Bond Redemption Fund, and all the moneys which are or should in accordance with the terms of the Subsequent Bond Resolution be paid into the Subsequent Bond Redemption Fund, are hereby pledged to the Trustee and its successors in trust for the purpose of equally securing the payment of both the principal of and interest on and premium due, if any, on the Authorized Revenue Bonds that may be outstanding from time to time and the equal pro rata benefit, security and protection of the holders of such bonds and the coupons attached thereto.

None of the Authorized Revenue Bonds and coupons attached thereto shall be valid or obligatory for any purpose nor shall they be entitled to any right or benefit hereunder or under the Subsequent Bond Resolution unless there shall be endorsed on each such bond the certificate of authentication in the form hereinafter provided, duly signed by the Trustee. Such certificate of the Trustee upon any of such bonds shall be conclusive evidence that such bond so authenticated has been duly registered under this resolution or the Subsequent Bond Resolution and that the holder thereof is entitled to the benefits of the provisions of the resolution under which his bond or bonds was or were issued.

Section 7. The 1956 Bonds shall be in substantially the following form:

UNITED STATES OF AMERICA

NO. _____ $1,000

STATE OF WASHINGTON
WASHINGTON TOLL BRIDGE AUTHORITY

VANCOUVER-PORTLAND INTERSTATE
TOLL BRIDGE FACILITY REVENUE BOND, 1956

KNOW ALL MEN BY THESE PRESENTS;

That the Washington Toll Bridge Authority, a duly constituted public agency of the State of Washington, acknowledges itself to owe and for value received hereby promises to pay to bearer or, if this bond be registered, to the registered owner hereof, on the first day of May, 19___, the principal sum of

ONE THOUSAND DOLLARS

together with interest thereon from the date hereof until payment of this bond at the rate of _____% per annum payable semiannually on the first days of May and November of each year as evidenced by and upon presentation and surrender of the attached interest coupons as they severally become due. Both principal and interest are payable in lawful money of the United States of America at the main office of SEATTLE-FIRST NATIONAL BANK in Seattle, Washington, or, at the option of the holder, at the fiscal agency of the State of Washington in the City of New York, New York, out of the special fund of the Authority known as the "Vancouver-Portland Interstate Toll Bridge Facility 1956 Revenue Bond Redemption Fund" created by Resolution No. 312 of the Washington Toll Bridge Authority.

The Washington Toll Bridge Authority has reserved the right to redeem any or all of the outstanding bonds of this 1956 issue in inverse numerical order at the following times and prices:

On May 1 and November 1, 1961, at $102.50 per $100 par value
On May 1 and November 1, 1962, at $102.00 per $100 par value
On May 1 and November 1, 1963, at $101.50 per $100 par value
On May 1 and November 1, 1964, at $101.00 per $100 par value
On May 1 and November 1, 1965, at $100.75 per $100 par value
On May 1 and November 1, 1966, at $100.50 per $100 par value
On May 1 and November 1, 1967, at $100.25 per $100 par value
On May 1, 1968 and any interest payment date thereafter, at par;

The Washington Toll Bridge Authority has covenanted and agreed that it will call for payment and retirement by lot the following amounts of bonds numbered 4651 to 9300 inclusive, maturing on May 1, 1971, at the following times and prices:

Date	Amount	Price
May 1, 1961	$363,000	$102.50 per $100 par value
May 1, 1962	374,000	102.00 per $100 par value
May 1, 1963	385,000	101.50 per $100 par value
May 1, 1964	397,000	101.00 per $100 par value
May 1, 1965	408,000	100.75 per $100 par value
May 1, 1966	421,000	100.50 per $100 par value
May 1, 1967	434,000	100.25 per $100 par value
May 1, 1968	446,000	Par
May 1, 1969	460,000	Par
May 1, 1970	474,000	Par
May 1, 1971	488,000	Par

Bonds numbered 4651 to 9300 inclusive must be called and retired before any of the bonds numbered 1 to 4650 inclusive may be called for redemption ahead of their fixed maturities.

Notice of any intended redemption of any of these 1956 Bonds, except for the redemption of bonds numbered 1 to 4650 inclusive as the same shall mature, shall be given by the Authority by publication thereof in a newspaper or financial journal of general circulation in each of the Cities of Seattle, Washington and New York, New York. Each such notice shall be published once a week for two consecutive weeks and the first publications thereof shall be not more than forty nor less than thirty days prior to said redemption date.

This bond is one of a total authorized issue of bonds of like amount, date and tenor in the principal sum of not to exceed $14,500,000 authorized for the purpose of providing funds for constructing a new bridge across the Columbia River between the Cities of Portland, Oregon and Vancouver, Washington adjacent to the existing interstate bridge between such two cities, for altering and reconstructing such existing interstate bridge, for acquiring land and constructing approaches for each bridge thereon and a toll

plaza, and for paying all costs incidental thereto. This bond is also one of a 1956 issue of $9,300,000 of such authorized bonds issued to provide funds for part of such purposes, and is issued pursuant to resolutions duly adopted by the Washington Toll Bridge Authority, to an agreement dated April 27, 1955, and entered into between it and the States of Oregon and Washington acting by and through their respective State Highway Commissions as authorized by the laws of each state, and pursuant to and in conformity with the Constitution and laws of the State of Washington.

The bonds of this 1956 issue are obligations only of the Washington Toll Bridge Authority, and payment of the principal of and interest on said 1956 bonds is secured by a first, direct and exclusive charge and lien upon the tolls and other revenue of any nature whatsoever received from the use and operation of said two bridges as a single toll facility, subject only to charges upon such tolls and other revenue for the operation of such two bridges as a toll facility, and the maintenance and repairs thereof, and of their approaches and toll plaza. Neither the principal of nor interest on this bond or any part thereof constitutes a debt, liability or obligation of the State of Washington.

The Washington Toll Bridge Authority has covenanted and agreed by Resolution No. 312 that it will establish, maintain and collect tolls and charges for the use and operation of said bridges as a single toll facility which will produce revenues sufficient to pay the costs of maintenance, operation and repairs thereof, including the approaches thereto and the toll plaza, and to pay into the "Vancouver-Portland Interstate Toll Bridge Facility Operating Fund", the 1956 Bond Redemption Fund and the Reserve Account therein created by said Resolution No. 312 the various amounts required by said resolution to be paid into and maintained in said Funds and Account, all within the times provided by said Resolution.

Reference is hereby made to Resolution No. 312 of the Washington Toll Bridge Authority for a statement of the terms, covenants and conditions authorizing the issuance of said $14,500,000 of Vancouver-Portland Interstate Toll Bridge Facility Revenue Bonds and the issuance and sale of the 1956 issue of such authorized bonds of which this bond is one. The rights and remedies of the holders of said 1956 bonds by this reference shall not in any manner affect or impair the negotiability of this bond which, by the terms of the laws pursuant to which it has been issued, shall be fully negotiable.

Neither this bond nor any coupon attached hereto shall be entitled to any security or benefit under said resolution or shall be valid or become obligatory until the authentication certificate hereon endorsed shall have been executed by the Trustee.

It is hereby certified, recited and declared that this bond is issued pursuant to an agreement entered into between the Washington Toll Bridge Authority and the States of Oregon and Washington acting by and through their respective State Highway Commissions as authorized by the laws of each state, and pursuant to and in strict compliance with the Constitution and laws of the State of Washington and resolutions of the Authority, and that all acts, conditions and things required to be done precedent to and in the issuance of this bond have happened, been done and performed.

IN WITNESS WHEREOF, the Washington Toll Bridge Authority has caused this bond to be executed on its behalf by the Auditor of the State of Washington, countersigned with the facsimile signature of the Governor of the State of Washington, the seal of the Washington Toll Bridge Authority to be lithographed hereon, and the interest coupons attached hereto to be executed with the facsimile signature of the State Auditor, this first day of May, 1956.

WASHINGTON TOLL BRIDGE AUTHORITY

By _____
Auditor of the State of Washington

(SEAL)

COUNTERSIGNED:

_____
Governor of the State of Washington

The interest coupons to be attached to said bonds shall be in substantially the following form:

NO. _____ $ _____

On the first day of _____, 19__, the Washington Toll Bridge Authority of the State of Washington will pay to bearer at the main office of SEATTLE-FIRST NATIONAL BANK in Seattle, Washington, or, at the option of the holder, at the fiscal agency of the State of Washington in the City of New York, New York, the sum of _____ DOLLARS in lawful money of the United States of America out of the special fund of said Authority known as the "Vancouver-Portland Interstate Toll Bridge Facility 1956 Revenue Bond Redemption Fund," said sum being the semiannual interest due that day on its Vancouver-Portland Interstate Toll Bridge Facility Revenue Bond dated May 1, 1956 and numbered _____.

WASHINGTON TOLL BRIDGE AUTHORITY

By _____
Auditor of the State of Washington

Said bonds shall have the following form of registration certificate:

Registration Certificate

This bond may be registered as to principal upon presentation at the main office of _____ in Seattle, Washington, as Trustee, and such registration shall be evidenced by a notation to that effect below by the Trustee as Bond Registrar,

after which no transfer hereof shall be valid unless made on books provided therefor in the office of the Trustee and similarly endorsed hereon at the written request of the registered owner, his legal representatives or assigns. Such registered bonds may be in like manner retransferred to bearer, whereupon full negotiability and transferability by delivery shall be restored. Interest accruing prior to maturity of this bond shall be paid only upon presentation and surrender of the interest coupons hereto attached, and registration of this bond shall not affect the negotiability of such interest coupons.

Date of Registration	Name of Registered Owner	Signature of Authorized Officer of Trustee

Said bonds shall have the following Trustee's authentication certificate endorsed thereon:

The undersigned Trustee hereby certifies that this bond is one of the Vancouver-Portland Interstate Toll Bridge Facility Revenue Bonds, 1956, described in and secured by the within mentioned resolution.

SEATTLE-FIRST NATIONAL BANK
SEATTLE, WASHINGTON

By _____
Authorized Officer

Section 8. Each of the 1956 Bonds shall be signed on behalf of the Authority by the Auditor of the State of Washington, shall be countersigned by the facsimile signature of the Governor of the State of Washington, and shall have the official seal of the Authority lithographed in the bottom border thereof. The interest coupons attached to said bonds shall be executed with the facsimile signature of the State Auditor.

Section 9. The 1956 Bonds shall be sold on sealed proposals to the highest and best bidder after advertising for bids for the purchase of the same. The Authority hereby reserves the right to reject any and all bids so submitted, and may thereafter sell said bonds at private sale under such terms and conditions as it deems most advantageous to its own interest; provided that said bonds may not be sold at a price below that of the best bid which was rejected.

The Secretary of the Washington Toll Bridge Authority is hereby authorized and directed to cause a notice of sale of these bonds to be published at least once a week for two consecutive weeks in The Bond Buyer and in The Seattle Daily Journal of Commerce, the first of each such publications to be at least fifteen days prior to the scheduled meeting of the Authority to be held at 11:30 a.m. March 27, 1956, at the office of the Governor in the Legislative Building, Olympia, Washington, at which meeting all bids received shall be publicly opened, read and considered.

Section 10. The full purchase price of the 1956 Bonds shall be paid to the Washington Toll Bridge Authority, and out of such money so paid the Authority shall forthwith deposit in the "Vancouver-Portland Interstate Toll Bridge Facility 1956 Revenue Bond Redemption Fund" hereinafter created the accrued interest received at the time of the sale of said bonds, together with such additional amount as may be required to pay the interest to become due on said bonds up to and including May 1, 1960.

The balance of the money received from the sale of the 1956 Bonds shall be deposited to the credit of the Treasurer of the State of Washington in the Trustee bank in the special fund of the Washington Toll Bridge Authority which is

hereby created, to be known and designated as the "Vancouver-Portland Interstate Toll Bridge Facility 1956 Construction Fund," which Fund shall be kept in trust and segregated from all other funds of the State of Washington and the Authority. Money in said 1956 Construction Fund may be paid out or allocated from time to time in the manner and subject to the conditions hereinafter stated and for the following purposes:

A. The construction of a new multi-lane drawbridge across the Columbia River, including approaches thereto in the States of Oregon and Washington which include the bridge over the Oregon Slough and its approaches, between the Cities of Portland, Oregon and Vancouver, Washington and adjacent to the existing interstate bridge between such two cities.

B. The acquisition by purchase or condemnation of all land necessary for such bridges and approaches.

C. To pay all expenses incidental thereto and incurred or to be incurred in connection therewith, including but not being limited to engineering, legal, insurance and auditing expenses, payments due the Authority and the States of Oregon and Washington for any advances they might have made or may make in carrying out such purposes, sale and printing of the bonds, costs of all insurance on said new bridge, existing bridge, and Oregon Slough bridge, for three years from the date of completion thereof, and Trustee's fees. Payments made for construction shall be for contractors' performance in accordance with the plans and specifications for said bridges and approaches filed with the Authority.

All moneys in the 1956 Construction Fund shall be paid out or disbursed by warrants issued by the proper officer of the State of Washington for the purposes above stated pursuant to vouchers duly approved by the Oregon State Highway Engineer and the Secretary of the Washington Toll Bridge Authority or their properly authorized agents. The approval of the Trustee is not required

for any such withdrawals from the 1956 Construction Fund.

The Authority or the Trustee upon direction of the Authority may invest any moneys in the 1956 Construction Fund not needed immediately for the purposes above set forth in bonds or other direct obligations of the United States of America having a maturity date not more than eighteen months subsequent to the date of investment therein or which become due at the option of the holder on or before said eighteen-month period. Interest received as a result of any such investment shall be deposited in the 1956 Construction Fund, and all bonds or obligations so purchased shall be deposited with the Trustee and held by it to the credit of said Fund.

Upon completion and acceptance of said new bridge, all investments as above authorized remaining at such time unliquidated and all moneys remaining in the 1956 Construction Fund not theretofore obligated for the purposes hereinabove set forth shall be transferred to the 1956 Bond Redemption Fund hereinafter created, and may be either credited on the semiannual payments which the Authority hereinafter agrees to pay into the 1956 Bond Redemption Fund, or may be in excess of such semiannual payments and, if so, shall then be used at the first possible date to redeem and retire part of the 1956 Bonds not then maturing.

Section 11. The Director of Highways of the State of Washington, under the direction of the Authority, shall have full charge of the operation of the Toll Bridge Facility when constructed and reconstructed and the collection of tolls and other charges therefrom. Under that certain agreement entered into on April 27, 1955 between the Authority and the States of Oregon and Washington by and through their respective State Highway Commissions, the State of Oregon shall have full charge of the maintenance and repairs of such Toll Bridge Facility.

All tolls and other revenues received each day from the operation of such Toll Bridge Facility shall be deposited with the Vancouver, Washington, Branch of the Trustee, to the credit of the Treasurer of the State of Washington, except that the Authority, or the Director of Highways as its agent, may continuously retain a sum of not exceeding $10,000 as a Change Fund. The State

[illegible] shall credit all tolls received from and said bond and other revenues to a special trust fund which is hereby created, to be known as the "Vancouver-Portland Interstate Toll Bridge Facility Operating Fund" (herein called the "Operating Fund"), the moneys in which, together with the moneys in the 1956 Bond Redemption Fund hereinafter created and with the moneys in the Subsequent Bond Redemption Fund, shall be deposited with the Trustee under the conditions provided by law for the deposit of such funds.

The Operating Fund shall be set apart and completely segregated from all other funds of the State of Washington and the Authority.

For as long as any of the Authorized Revenue Bonds are outstanding and unpaid, and at least thirty days prior to the dates on which the interest or principal and interest shall become due on any of such bonds, amounts shall be transferred from the Operating Fund and paid into the 1956 Bond Redemption Fund and the Subsequent Bond Redemption Fund sufficient to pay such interest or principal and interest as the same shall become due. The amounts required to be paid into the Reserve Account hereinafter created in the 1956 Bond Redemption Fund, and any amounts which may later be required to be paid into any reserve account created in the Subsequent Bond Redemption Fund, shall also be transferred from the Operating Fund at the times required in this resoltuion and in the Subsequent Bond Resolution of the Authority creating such Subsequent Bond Redemption Fund and any reserve account therein.

It is hereby provided, however, that there shall be retained in the Operating Fund such an amount as the Authority shall from time to time determine and notify the Trustee of, but which shall not be drawn down to a sum of less than $50,000, and the Authority is hereby authorized to draw on and expend out of the Operating Fund the amounts necessary to pay the costs of operation of the Toll Bridge Facility, insurance premiums and Trustee's fees, and to reimburse the State of Oregon for costs of maintenance and repairs of the Toll Bridge Facility.

Section 12. The Authority hereby covenants and agrees, whenever it has any surplus money in the Operating Fund over and above all moneys to be set

aside and maintained in the Change Fund and the Operating Fund and required to be paid into and maintained in the 1956 Bond Redemption Fund and the Subsequent Bond Redemption Fund, that it will use such surplus money at any time to purchase any of the outstanding Authorized Revenue Bonds in the open market for retirement only if the same may be purchased at a price not higher than that at which such bonds available for purchase may be called for retirement on the next interest payment date, or that it will use such surplus money to call and retire as many of the outstanding Authorized Revenue Bonds as possible at the next interest payment date; provided, however, that if such surplus money is to be used to call any of the 1956 Bonds none of the 1956 Serial Bonds may be so called until all of the 1956 Term Bonds have been called and redeemed, which latter redemption must always be by lot.

Surplus money not used to retire outstanding Authorized Revenue Bonds in the open market between interest dates may be invested in United States Government obligations having a maturity date not later than 30 days prior to the next succeeding interest date.

Section 13. That there be and is also hereby created a fund to be known as the "Vancouver-Portland Interstate Toll Bridge Facility 1956 Revenue Bond Redemption Fund" (herein called the "1956 Bond Redemption Fund"), which shall be a trust fund for the security and payment of the principal of and interest on the 1956 Bonds, and which shall be at all times completely segregated and set apart from all other funds of the State of Washington and the Authority. All money credited to or paid into the 1956 Bond Redemption Fund shall be deposited with the Trustee and is hereby pledged and ordered to be used for the sole purpose of paying the principal of and interest on, and premium if necessary, on the 1956 Bonds.

The Authority hereby obligates and binds itself to set aside and pay into the 1956 Bond Redemption Fund out of the money in the Operating Fund by April first and October first of each year commencing with October 1, 1960, and for as long as any of the 1956 Bonds are outstanding, amounts at least sufficient to pay the interest on all of said bonds, the principal of the 1956 Serial Bonds coming due, and an amount equal to the principal amount, and premium if any, of the 1956 Term Bonds that the Authority has covenanted to call and retire on May first of each of the years 1961 through 1971.

Whenever there is sufficient money in the 1956 Bond Redemption Fund to pay the principal of and interest on, and premium if any, on the outstanding 1956 Bonds, then no further payments need be made into the 1956 Bond Redemption Fund.

The payments heretofore pledged to be made out of the Operating Fund into the 1956 Bond Redemption Fund are hereby declared to be a first and prior lien upon the tolls and other revenue of any nature whatsoever received from the use and operation of the Toll Bridge Facility and paid into the Operating Fund, subject only to charges of maintenance, operation and repairs of said Toll Bridge Facility and equal to charges for payment of the principal of and interest on the Subsequent Bonds.

Section 14. That there be and is hereby created a Reserve Account in the 1956 Bond Redemption Fund, which Account is to be drawn upon for the sole purpose of making up any deficiency in the 1956 Bond Redemption Fund. The Authority hereby agrees that it will set aside and pay into the Reserve Account out of the Operating Fund by May 1, 1961, an amount equal to the interest coming due on the 1956 Bonds for the next two years. The Authority further agrees, for as long as any of the 1956 Bonds are outstanding, that it will always maintain an amount in the Reserve Account equal to at least the interest coming due on the outstanding 1956 Bonds for the next two-year period.

In the event there shall be a deficiency in the 1956 Bond Redemption Fund to meet maturing installments of either interest on or principal of and premium, if any, due on the 1956 Bonds, such deficiency shall be made up from the Reserve Account by the withdrawal of cash therefrom. Any deficiency created in the Reserve Account by reason of any such withdrawal shall then be made up from surplus moneys in the Operating Fund first available after making necessary provision for the required payments into the 1956 Bond Redemption Fund and the Subsequent Bond Redemption Fund.

All moneys in the Reserve Account may be kept in cash or invested from time to time in United States Government obligations having a guaranteed

market or, if such obligations are not available, then in United States Government obligations maturing not later than ten years from date of purchase and in no event later than the last maturity of the 1956 Bonds then outstanding. Interest earned on any such investments shall be paid into the 1956 Bond Redemption Fund.

Section 15. The Authority hereby covenants and agrees with the owner and holder of each of the Authorized Revenue Bonds for as long as any of the same are outstanding as follows:

(a) That it will with all due diligence proceed with and complete the work of constructing the Vancouver-Portland Interstate Toll Bridge Facility, all in accordance with the plans and specifications prepared therefor and on file with it, and that upon the completion thereof it will operate the same in an efficient manner and at a reasonable cost as a revenue-producing facility.

(b) That it will at all times cause such Toll Bridge Facility to be maintained in good repair, working order and condition and will reimburse the State of Oregon for all expenses it may incur in so maintaining such facility and keeping the same in good condition and repair.

(c) That it will agree with the State Highway Commissions of Oregon and Washington, acting for and on behalf of their respective states, on the classifications and amounts of tolls to be charged and collected from the users of the Toll Bridge Facility and the time when the same shall be first imposed and the time or times when the same or any part thereof shall be revised; that such tolls as established and collected shall be in amounts sufficient to meet all of the obligations of the Authority as set forth in this resolution, and the Subsequent Bond Resolution, including but not limited to the payment of expenses of maintenance, operation and repairs of the Toll Bridge Facility and other costs incidental thereto, and the payments into the 1956 Bond Redemption Fund and the Subsequent Bond Redemption Fund for principal and interest, and premiums if any, due on the 1956 Bonds and the Subsequent Bonds. It is hereby further provided, in case of disagreement between the Authority and the two State Highway Commissions or any of them as to the amount of tolls required for such purposes,

that the determination of the Authority as to the minimum amount so required shall be final.

(d) That upon completion and acceptance of the Toll Bridge Facility, it will furnish to the Trustee a certificate signed by the Director of Highways stating the date of completion and acceptance and certifying that the said bridges have been duly opened for traffic, and a certificate executed by the Secretary of the Authority and approved by the Oregon State Highway Commission or its authorized representative to the effect that all liabilities incurred for or in connection with the construction and reconstruction and alteration of such Toll Bridge Facility have been paid or payment therefor provided for from moneys in the 1956 Construction Fund and any construction fund that may be later created for the use of the proceeds of the sale of the Subsequent Bonds. Upon completion and acceptance of the Toll Bridge Facility and when all costs of construction, reconstruction and alteration and expenses incidental thereto have been paid or provided for, the Trustee will be officially authorized and directed in writing to transfer any balance of moneys in said construction funds to their respective bond redemption funds.

(e) That proper books of record and account will be kept separate from all other records and accounts, which will show complete and correct entries of all transactions relative to the Toll Bridge Facility. The Trustee and the holder or holders of any of the Authorized Revenue Bonds shall have the right at all reasonable times to inspect all records, accounts and data relating thereto. That it will cause an audit to be made annually of all such books, records and accounts showing the receipts and disbursements for the account of the Toll Bridge Facility and for the payment of the principal of, interest on and premium, if any, paid on the 1956 Bonds and the Subsequent Bonds. A copy of each such audit shall be filed with the Trustee, and the cost of the same shall be included as an item of operation of the Toll Bridge Facility.

(f) That it will faithfully and punctually perform all duties required by the Constitution and laws of the State of Washington with reference to said Toll Bridge Facility and will cause sufficient revenues from its operation to meet the requirements of this resolution and the Subsequent Bond Resolution to be charged,

collected and accounted for, and will segregate such revenues and make the application thereof as provided in said resolutions.

That such Toll Bridge Facility or either of the bridges and approaches thereto and the toll plaza constituting the same shall not be sold, leased or mortgaged or in any manner disposed of unless and until all of the Authorized Revenue Bonds that were issued shall have been paid in full and retired. That said Toll Bridge Facility shall be continuously operated as a single toll facility pursuant to the provisions of Chapter 173, Laws of 1937, as amended, and Chapter 132, Laws of 1953, as amended by Chapter 152, Laws of 1955, all of the State of Washington, until said obligations have been paid in full.

(g) That the contractor or contractors for the construction and reconstruction and alteration of the Toll Bridge Facility will be required to post performance bonds of surety or surety companies authorized to do business as compensated surety or surety companies in the States of Washington and Oregon in the full amount of their contract prices and conditioned as required by the laws of each state.

(h) That on or before May 1, 1956 the existing bridge, and the new bridge and the toll plaza upon completion thereof, or any portion thereof the loss of which would be deemed to directly affect traffic thereover and revenue therefrom, will at all times be insured with responsible insurers under a multiple risk policy of insurance. Such insurance coverage shall be written under a standard form of policy or policies, and shall include but not be limited to all risks of direct or indirect loss or damage caused by or resulting from fire, lightning, flood, rising waters, ice, collision, allision, explosion, strikes, riots, civil commotion, sabotage, malicious damage, tornado, windstorm, earthquake, collapse and subsidence resulting in failure of either of said bridges their approaches and toll plaza or any part thereof. The amount of such multiple risk policy or policies shall be for the greatest amount obtainable not exceeding the full value of said insured properties under standard risk 80% coinsurance policy or policies; provided that the amount of such insurance need not exceed the principal amount of the Authorized Revenue Bonds outstanding from time to time.

That it will further insure the said two bridges, toll plaza, appurtenances and Oregon Slough Bridges against loss of use and occupancy resulting from the risks above enumerated. Such insurance shall be sufficient to provide income in an amount sufficient to pay the interest due for at least one year on all the Authorized Revenue Bonds outstanding during any such suspension of use of the Toll Bridge Facility. Insurance against loss of use and occupancy may be subject to a deduction of fourteen days from such period of suspension.

That during any period of a state of war or open hostilities by or against the United States of America, to the extent such insurance is available the bridges, toll plaza, appurtenances and approaches will be kept insured against loss or damage to the risks of war and sabotage in an amount at least equal to the principal amount of the Authorized Revenue Bonds outstanding.

All moneys collected on any indemnity bond or insurance policy, excepting such money as shall be collected on insurance against loss of use and occupancy, shall at the option of the Authority be used to retire the Authorized Revenue Bonds outstanding or be applied to reconstruction and restoration of that portion of the Toll Bridge Facility damaged to at least the same good order, repair and condition that it was in prior to the damage in so far as the same may be restored from said proceeds. All money collected on any insurance policy against loss of use and occupancy shall be deposited in the 1956 Bond Redemption Fund and the Subsequent Bond Redemption Fund in the proportionate amounts that the next year's interest due on the 1956 Bonds and the Subsequent Bonds bear to each other.

The policies for such insurance shall be obtained by the Authority and shall name the Authority as the insured and shall be deposited with the Trustee together with receipts showing payment of any and all premiums therefor. Upon any failure of the Authority to so deposit such policies with such receipts within ten days after written demand therefor by the Trustee, the Trustee may procure any such insurance at the expense of the Authority for charge against the respective Construction Funds or the Operating Fund; provided, however, that no such insurance shall be procured by the Trustee at rates in excess of those

recommended by the Inland Marine Insurance Bureau and accepted by the Commissioner of Insurance of the State of Washington.

Section 16. The Authority hereby irrevocably appoints the Trustee as its agent to receive at its office notices, presentations and demands in respect of the outstanding Authorized Revenue Bonds and coupons attached thereto or this resolution or the Subsequent Bond Resolution. The Trustee hereby accepts the trust and assumes the duties herein created and imposed on it, but only upon and subject to the following specific terms and conditions:

(a) Except for its certificate of authentication upon all the Authorized Revenue Bonds issued, the Trustee shall not be responsible for any recitals herein or in the Subsequent Bond Resolution or in said bonds, or for the validity of said bonds or any of the coupons attached thereto.

(b) Except as otherwise provided in this resolution, the Trustee shall not be under any obligation to take any action for the execution or enforcement of the trust hereby created or to institute or defend any suit in respect of the outstanding Authorized Revenue Bonds or of this resolution or the Subsequent Bond Resolution unless indemnified from time to time to its satisfaction against any expense or liability connected therewith and unless requested in writing by the holders of twenty per cent (20%) in principal amount of the Authorized Revenue Bonds then outstanding.

(c) The Trustee shall be protected in acting upon any notice, request, consent, certificate, order, affidavit, letter, telegram or other paper or document believed by it to be genuine and correct and to have been signed, sent or delivered by the person or persons by whom such paper or document shall purport to have been signed, sent or delivered.

(d) The Trustee shall not be answerable for any neglect or default of any person, firm or corporation employed and selected by it with reasonable care.

(e) The Trustee will permit the holder of any Authorized Revenue Bond to inspect any instrument, opinion or certificate filed with the Trustee by

the Authority and the respective Highway Commissions of the States of Oregon and Washington or by any person or agency acting for the Authority or said two states.

(f) The Trustee shall be entitled to reasonable compensation for all services by it rendered in execution of the trusts hereby created and to be reimbursed for all proper outlays of every kind and nature by it incurred in the execution of such trusts.

(g) The Trustee shall not be bound to recognize any person, firm or corporation as a holder of any of the Authorized Revenue Bonds until his or its title thereto shall have been established to its reasonable satisfaction.

(h) The Trustee may consult with counsel, and the opinion of such counsel shall be full and complete authorization and protection in respect of any action taken or suffered by it hereunder in good faith and in accordance with the opinion of such counsel.

Section 17. No recourse for the payment of any part of the principal of or interest on any outstanding Authorized Revenue Bond or any coupon or for the satisfaction of any liability arising from, founded upon, or existing by reason of the issue and ownership of such bonds shall be had against the States of Washington and/or Oregon or any member of the Authority, the Highway Commissions of each state or any of the officials thereof.

Section 18. The following events shall be events of default under this resolution:

(a) If the Authority fails to make the payments into the 1956 Bond Redemption Fund and the Subsequent Bond Redemption Fund required in this resolution and the Subsequent Bond Resolution at the times provided.

(b) If payment of the principal and premium due if any of any of the outstanding Authorized Revenue Bonds at the time specified for such payment shall not be made.

(c) If payment of any installment of interest due on any outstanding Authorized Revenue Bond shall not be made on the date specified in the appurtenant coupon for the payment of such interest.

(d) If default shall be made by the Authority in the observance of any other covenant, condition or agreement of the Authority under this resolution or the Subsequent Bond Resolution or of the outstanding Authorized Revenue Bonds and such default shall continue for a period of thirty days after written notice has been given to the Secretary of the Authority specifying such default and requiring the same to be remedied.

Section 19. That upon the happening of any event of default specified in Section 18 hereof, then and in every such case the Trustee may proceed, and upon the written request of the holders of twenty per cent (20%) of the principal amount of the Authorized Revenue Bonds then outstanding, the Trustee shall proceed to protect and enforce the rights of the Trustee and/or the bondholders by a suit, action, or special proceeding in equity or at law, either for the specific performance of any covenant or agreement or for the execution of any power, or for the enforcement of any proper legal or equitable remedy as shall be deemed most effectual to protect and enforce the rights aforesaid.

Section 20. In case any Authorized Revenue Bond or Bonds issued or coupons of any such bond or bonds shall be lost, stolen or destroyed, the Authority may execute and the Trustee may authenticate and deliver a new bond or bonds and a coupon or coupons of like date, number and tenor to the holder thereof upon the holder's paying the expenses and charges of the Authority and the Trustee in connection therewith and upon his filing with the Trustee evidence satisfactory to it and to the Authority that such bond or coupons were actually lost, stolen or destroyed and of his ownership thereof, and upon furnishing the Authority and the Trustee with indemnity satisfactory to them.

Section 21. All rights of action under this resolution, the Subsequent Bond Resolution, or under any of the outstanding Authorized Revenue Bonds or coupons may be enforced by the Trustee without possession of such bonds or coupons outstanding. Any suit, action, or other legal proceedings instituted by the Trustee shall be brought in its own name as Trustee without

making the known or unknown holders of any of such bonds or coupons a party or parties thereto, and any recovery or judgment shall be for the ratable benefit of the holders of all the Authorized Revenue Bonds outstanding and the coupons thereto attached.

Section 22. No holder of any of the Authorized Revenue Bonds shall be entitled to institute any action whatsoever to enforce any rights or remedies granted by this resolution or the Subsequent Bond Resolution unless and until such holder shall have first given to the Trustee written notice of an event of default hereunder or under said Subsequent Bond Resolution, and also unless and until the holders of at least twenty per cent (20%) in principal amount of the said bonds then outstanding shall have made written request upon the Trustee as provided in Section 16 (b) hereof and the Trustee shall have refused or, for a period of thirty days after receipt of such notification and request, shall have neglected to institute any suit, action, or other legal proceedings. It is hereby expressly covenanted by the holder of every Authorized Revenue Bond and the Trustee that no one or more holders of such bonds or coupons shall have any right in any manner whatsoever to affect, disturb or prejudice the rights of the holder of any other bond or coupon or in any manner or way to obtain or seek to obtain priority or preference over any such holder or to enforce any right hereunder or under the Subsequent Bond Resolution except in the manner herein provided and for the equal, ratable and common benefit of all holders of the outstanding Authorized Revenue Bonds and coupons.

Section 23. No remedy herein conferred upon or reserved to the Trustee or to the holders of the Authorized Revenue Bonds or coupons is intended to be exclusive of any other remedy or remedies, and each and every such remedy shall be cumulative and shall be in addition to every other remedy given hereunder or now or hereafter existing at law or in equity or by statute.

Section 24. No delay or omission of the Trustee or of any holder of any of the Authorized Revenue Bonds or coupons to exercise any right or power

accruing upon any default occurring and continuing as aforesaid shall impair any such right or power or shall be construed to be a waiver of any such default or an acquiescence therein; and every power and remedy given by this resolution or the Subsequent Bond Resolution to the Trustee or to the holders of the Authorized Revenue Bonds or coupons attached thereto may be exercised from time to time and as often as may be deemed expedient by the Trustee or by the holders of such bonds or coupons.

Section 25. If at any time before the occurrence of any default in the payment of the principal of or interest on and premium, if any, due on the outstanding Authorized Revenue Bonds there shall be deposited with the Trustee such sum as, together with all moneys then held by the Trustee and available for that purpose, constitutes a sufficient sum to pay the whole amount of principal, premium if any, and interest due and payable on the Authorized Revenue Bonds and coupons then outstanding to the first date said bonds may be redeemed, and there shall also be paid to the Trustee all the sums payable hereunder including the proper charges and expenses of the Trustee, and the Authority shall have well and truly kept and performed all of the things required to be kept and performed by it according to the true intent of this resolution and the Subsequent Bond Resolution, then these presents and the rights hereby and by the Subsequent Bond Resolution granted shall cease, terminate and be void, and thereupon the Trustee shall proceed in the manner provided herein to pay and redeem all of said Authorized Revenue Bonds then outstanding.

Section 26. This resolution, the Subsequent Bond Resolution, and the issued Authorized Revenue Bonds and coupons are and shall always be construed to be contracts made under and pursuant to the laws of the State of Washington in force at the time of the date of the delivery of and payment for such bonds, and all the terms, covenants, conditions and provisions hereof and of such Subsequent Bond Resolution shall be construed according to such laws; provided, however, that any constitutional or statutory provision enacted after the date of this resolution or such Subsequent Bond Resolution which validates

or makes legal any provision of this resolution, the Subsequent Bond Resolution, or of the issued Authorized Revenue Bonds and/or the coupons attached thereto, which would otherwise be invalid or illegal, shall be deemed to apply to such resolutions and to such bonds and coupons.

Section 27. The Trustee may resign and be discharged from the trust hereby created by notice in writing given to either the Authority or to its Secretary at least thirty days before such resignation is to take effect. Such resignation shall take effect upon the appointment and qualification of a new trustee if the same be appointed and qualified before the time limited by such notice.

In case at any time the Trustee shall resign, be removed or discharged, or otherwise become incapable of acting, or in case the position of Trustee shall become vacant for any reason, a successor may be appointed by the holders of the majority in principal amount of the Authorized Revenue Bonds then outstanding and unpaid by an instrument in writing signed by such holders and filed with the Authority; provided, that in case at any time there shall be a vacancy in the office of Trustee hereunder, said Authority shall appoint a trustee to fill such vacancy until a new trustee shall be appointed by the bond-holders as hereby authorized. Any trustee hereafter appointed shall be a trust company or bank having the powers of a trust company as to trusts, holding membership in the Federal Deposit Insurance Corporation, having an officially reported combined capital, surplus, undivided profits and reserves aggregating at least $1,000,000, being authorized to do and doing business from a principal office in the State of Washington, and being qualified to act as a depositary of funds of the State.

Every successor trustee appointed hereunder shall execute, acknowledge and deliver to its predecessor, and also to said Authority, an instrument in writing accepting such appointment hereunder. Thereupon such successor trustee, without any further act, shall become fully vested with all the rights, immunities, powers, trusts, duties and obligations of its predecessor.

Such predecessor shall, on the written request of said Authority, execute and deliver an instrument transferring to such successor trustee all the rights, powers and trusts of such predecessor hereunder. Should any instrument in writing from said Authority be required by any successor trustee for more fully and certainly vesting in such trustee the rights, powers and duties hereby vested in the predecessor trustee, such an instrument shall, on request, be executed, acknowledged and delivered by said Authority.

Section 28. The provisions of this resolution shall constitute a contract between the Authority, the Trustee, and the holders of the Authorized Revenue Bonds upon the acceptance of this resolution by the Trustee and the issuance and delivery of said bonds.

Section 29. If any section, paragraph, clause or provision of this resolution shall be held invalid, the invalidity of the same shall not affect any of the remaining provisions of this resolution.

ADOPTED by the Washington Toll Bridge Authority at its meeting duly convened and held at the State Capitol in Olympia, Washington, after notice thereof duly given as required by law on the 6 day of March, 1956.

Governor of the State of Washington

/s/ Cliff Yelle
Auditor of the State of Washington

/s/ Ralph Davis
Chairman, Public Service Commission,
State of Washington

/s/ E. C. Huntley
Chairman, Highway Commission,
State of Washington

/s/ H. D. Van Eaton
Director, Department of General
Administration of the State of Washington

ATTEST:

/s/ D. B. Hedges
Secretary,
Washington Toll Bridge Authority
APPROVED:

/s/ Richard Thorgrimson
Special Assistant Attorney General
and Special Bond Counsel for the
Washington Toll Bridge Authority

The foregoing resolution and trust indenture, consisting of thirty-three (33) pages of which this is the last, and all the terms, provisions and convenants thereof are hereby accepted by Seattle First National Bank of Seattle, Washington, as Trustee named herein, this 6 day of March, 1956.

By /s/ Harvard Palmer
Vice President
and Trust Officer

I, the undersigned, D. B. Hedges, do hereby certify that I am the duly appointed, qualified and acting Secretary of the Washington Toll Bridge Authority and that the foregoing constitutes a true, correct and complete copy of a resolution duly adopted by said Washington Toll Bridge Authority at its meeting, after notice thereof duly issued as required by law, duly convened and held at the Capitol in Olympia, Washington, on March 6, 1956, as appears of record in my office, and that no changes, alterations or amendments thereto have been ordered or made by said Authority.

April 25, 1956 Date

Secretary, Washington Toll Bridge Authority

(SEAL)

RESOLUTION NO. 314

A RESOLUTION of the Washington Toll Bridge Authority amending its Resolution No. 312, adopted March 6, 1956, by adding a section thereto authorizing the investment of moneys in the 1956 Bond Redemption Fund.

BE IT RESOLVED by the Washington Toll Bridge Authority as follows:

That Resolution No. 312 of this Authority, adopted March 6, 1956, be and the same is hereby amended by adding a new section thereto, said section to be designated "Section 10-a" and to be as follows:

Section 10-a. The Authority, or the Trustee upon direction of the Authority, may invest the accrued interest received at the time of the sale of the 1956 Bonds and the money to be paid out of the purchase price of said Bonds into the "Vancouver-Portland Interstate Toll Bridge Facility 1956 Revenue Bond Redemption Fund" for the interest to become due on said Bonds to and including May 1, 1960 that is not needed immediately for the payment of such interest, in bonds or other direct obligations of the United States of America having a maturity date not more than eighteen months subsequent to the date of investment therein or which become due at the option of the holder on or before said eighteen-month period. Interest received as a result of any such investments shall be paid into such 1956 Bond Redemption Fund, and all bonds or obligations so purchased shall be deposited with the Trustee and held by it to the credit of said Fund.

ADOPTED by the Washington Toll Bridge Authority at its meeting duly convened and held at the State Capitol in Olympia, Washington, after notice thereof duly given as required by law on the 16th day of March, 1956.

/s/ ARTHUR B. LANGLIE
Governor of the State of Washington

/s/ CLIFF YELLE
Auditor of the State of Washington

Absent
Chairman, Public Service Commission,
State of Washington

Absent
Chairman, Highway Commission,
State of Washington

/s/ H. D. VAN EATON
Director, Department of General
Administration of the State of Washington

ATTEST:

/s/ D. B. HEDGES
Secretary
Washington Toll Bridge Authority

APPROVED:

/s/ RICHARD THORGRIMSON
Special Assistant Attorney General
and Special Bond Counsel for the
Washington Toll Bridge Authority

The foregoing resolution, consisting of two (2) pages of which this is the last, and all the terms, provisions and covenants thereof are hereby accepted by the SEATTLE-FIRST NATIONAL BANK of Seattle, Washington, as Trustee named in Resolution No. 312 of the Washington Toll Bridge Authority (which resolution was adopted on March 6, 1956), this 16th day of March, 1956.

SEATTLE-FIRST NATIONAL BANK,
SEATTLE, WASHINGTON

By /s/ HARVARD PALMER
Its Trust Officer

I, the undersigned, D. B. HEDGES, do hereby certify that I am the duly appointed, qualified and acting Secretary of the Washington Toll Bridge Authority and that the foregoing constitutes a true, correct and complete copy of a resolution duly adopted by said Washington Toll Bridge Authority at its meeting, after notice thereof duly issued as required by law, duly convened and held at the Capitol in Olympia, Washington, on March 16, 1956, as appears of record in my office, and that no changes, alterations or amendments thereto have been ordered or made by said Authority.

Apr. 25, 1956
Date

Secretary, Washington Toll Bridge
Authority

(SEAL)

RESOLUTION NO. 315

A RESOLUTION of the Washington Toll Bridge Authority amending its Resolution No. 312, adopted March 6, 1956, by adding a section thereto pertaining to the annual debt service payments to be made on the Subsequent Bonds if, as, and when the same or any of them are issued.

BE IT RESOLVED by the Washington Toll Bridge Authority as follows:

That Resolution No. 312 of this Authority, adopted March 6, 1956, be and the same is hereby amended by adding a new section thereto, said section to be designated "Section 3-a" and to be as follows:

"Section 3-a. That if, as, and when any of the Subsequent Bonds are issued, the schedule of maturities thereof and/or the mandatory redemption requirements therefor will be fixed so that the annual debt service payments to be made thereon will be substantially proportionate to the annual debt service payments required herein to be made on the 1956 Bonds, and that the date of the last maturity of any such Subsequent Bonds shall not be later than May 1, 1971."

ADOPTED by the Washington Toll Bridge Authority at its meeting duly convened and held at the State Capitol in Olympia, Washington, after notice thereof duly given as required by law, on the 27th day of March, 1956.

Absent
Governor of the State of Washington

/s/ CLIFF YELLE
Auditor of the State of Washington

/s/ RALPH M. DAVIS
Chairman, Public Service Commission,
State of Washington

/s/ E. C. HUNTLEY
Chairman, Highway Commission,
State of Washington

/s/ H. D. VAN EATON
Director, Department of General
Administration of the State of Washington

ATTEST:

/s/ D. B. HEDGES
Secretary
Washington Toll Bridge Authority

APPROVED:

/s/ RICHARD THORGRIMSON
Special Assistant Attorney General
and Special Bond Counsel for the
Washington Toll Bridge Authority

The foregoing resolution, consisting of two (2) pages of which this is the last, and all the terms, provisions and covenants thereof are hereby accepted by the SEATTLE-FIRST NATIONAL BANK of Seattle, Washington, as Trustee named in Resolution No. 312 of the Washington Toll Bridge Authority (which resolution was adopted on March 6, 1956), this 27th day of March, 1956.

SEATTLE-FIRST NATIONAL BANK,
SEATTLE, WASHINGTON

By /s/ HARVARD PALMER
Its Trust Officer

I, the undersigned, D. B. HEDGES, do hereby certify that I am the duly appointed, qualified and acting Secretary of the Washington Toll Bridge Authority and that the foregoing constitutes a true, correct and complete copy of a resolution duly adopted by said Washington Toll Bridge Authority at its meeting, after notice thereof duly issued as required by law, duly convened and held at the Capitol in Olympia, Washington, on March 27, 1956, as appears of record in my office, and that no changes, alterations or amendments thereto have been ordered or made by said Authority.

April 25, 1956 Date

Secretary, Washington Toll Bridge
Authority

(SEAL)

S. A. Storrs, Chairman
State Highway Commission
H. D. Van Eaton, Director
Department of General Administration

WASHINGTON TOLL BRIDGE AUTHORITY

TRANSPORTATION BUILDING
OLYMPIA, WASHINGTON

March 19, 1956

TO WHOM IT MAY CONCERN:

Re: Vancouver-Portland Interstate
Toll Bridge Facility Revenue Bonds

Please be advised that the Washington Toll Bridge Authority at a special meeting held at 11:00 a.m., March 16, 1956, formally adopted toll tariffs for the Vancouver-Portland Interstate Toll Bridge as set forth on Pages 29 and 32 of the engineer's feasibility report for the subject facility prepared by Wilbur Smith and Associates dated December 31, 1955. Your attention is directed to Pages 38 and 39 of the above-referenced engineer's report, and you will note that the toll schedule as adopted by the Authority referred to as "Toll Plan B" develops interest coverage for the first year of 5.18, with a level debt service coverage for the life of the bonds of 1.66.

I am sure that you will recognize that the covenants of the bond resolution provided that the Authority would adopt a tariff sufficient to satisfy the bonded indebtedness; however, as a means of expediency and further advice to prospective bidders, it seemed desirable for the Authority to take immediate action on the adoption of the toll schedule in order that the matter could be finalized prior to receipt of bond bids by the Authority.

Very truly yours,

WASHINGTON TOLL BRIDGE AUTHORITY

By: D. B. HEDGES
Secretary

RESOLUTION NO. 316

A RESOLUTION of the Washington Toll Bridge Authority accepting the best bid for the purchase of $9,300,000 of Vancouver-Portland Interstate Toll Bridge Facility Revenue Bonds, 1956, and fixing the interest rates of the same.

WHEREAS, pursuant to Resolution No. 312 of the Washington Toll Bridge Authority, adopted March 6, 1956, a notice of sale of $9,300,000 of Vancouver-Portland Interstate Toll Bridge Facility Revenue Bonds, 1956, was duly published in The Bond Buyer, published in the City and State of New York, on March 9, 1956 and March 16, 1956, and was also duly published in The Daily Journal of Commerce, published in the City of Seattle, Washington, on March 8, 1956 and March 15, 1956; and

WHEREAS, the following bids were submitted to the Authority at or prior to the hour of 11:30 a. m. on the 27th day of March, 1956, the time required in said notice:

RESOLUTION NO. 316

A RESOLUTION of the Washington Toll Bridge Authority accepting the best bid for the purchase of $9,300,000 of Vancouver-Portland Interstate Toll Bridge Facility Revenue Bonds, 1956, and fixing the interest rates of the same.

WHEREAS, pursuant to Resolution No. 312 of the Washington Toll Bridge Authority, adopted March 6, 1956, a notice of sale of $9,300,000 of Vancouver-Portland Interstate Toll Bridge Facility Revenue Bonds, 1956, was duly published in The Bond Buyer, published in the City and State of New York, on March 9, 1956 and March 16, 1956, and was also duly published in The Daily Journal of Commerce, published in the City of Seattle, Washington, on March 8, 1956 and March 15, 1956; and

WHEREAS, the following bids were submitted to the Authority at or prior to the hour of 11:30 a. m. on the 27th day of March, 1956, the time required in said notice:

Bidder	Maturities	Interest Rate	Cost	
Union Securities Corporation and Associates	1961-1968 1971	3 1/8% 3.20%	Gross Interest Discount Net Cost Effective Rate	$2,789,718 136,710 2,926,428 3.32088%
A. C. Allyn and Company, Incorporated and Associates	1961-1968 1971	3 1/4% 3 3/8%	Gross Interest Discount Net Cost Effective Rate	$2,923,807 139,500 3,063,307 3.4762%
White, Weld & Co. and Associates Proposal No. 1	1961-1968 1971	3% 3 1/2%	Gross Interest Discount Net Cost Effective Rate	$3,022,530 97,092 3,119,622 3.54011%

Each bond from 1 to 4650 inclusive shall have an additional interest coupon of 3% payable November 1, 1956 and May 1, 1957

Bidder	Maturities	Interest Rate	Cost	
White, Weld & Co. and Associates Proposal No. 2	1961-1966	3.30%	Gross Interest	$3,018,365
	1967-1968	3.40%	Discount	133,455
	1971	3.50%	Net Cost	3,151,820
			Effective Rate	3.57665%

and

WHEREAS, after due consideration of said bids, it has been determined that the bid of Union Securities Corporation and Associates was the best bid submitted;

NOW, THEREFORE, BE IT RESOLVED by the Washington Toll Bridge Authority as follows:

Section 1. That the bid submitted by Union Securities Corporation and Associates for the purchase of said $9,300,000 of Vancouver-Portland Interstate Toll Bridge Facility Revenue Bonds, 1956, having been found to be the bid offering to purchase said bonds at the lowest net interest cost to the Authority, is hereby accepted, and said bonds are awarded to said bidders upon payment of the price of $9,163,290 plus accrued interest to date of delivery, in conformity with such bid.

Section 2. Said bonds shall bear interest at the following rates:

Bond Nos.	Maturity Dates	Interest Rate
1-4650	1961-1968	3 1/8%
4651-9300	1971	3.20%.

Section 3. The good faith checks of the unsuccessful bidders shall be returned forthwith.

Section 4. The proper officers of the Washington Toll Bridge Authority are hereby authorized and directed to do all things necessary for the prompt execution, issuance and delivery of said bonds to the purchasers thereof in accordance with the terms of the notice of sale, and for the proper application and use of the proceeds of such sale.

ADOPTED by the Washington Toll Bridge Authority at its meeting duly convened and held at the State Capitol in Olympia, Washington, after notice thereof duly given as required by law on the 27th day of March, 1956.

Governor of the State of Washington

Auditor of the State of Washington

Chairman, Public Service Commission,
State of Washington

Chairman, Highway Commission,
State of Washington

Director, Department of General
Administration of the State of Washington

ATTEST:

Secretary,
Washington Toll Bridge Authority

APPROVED:

Special Assistant Attorney General
and Special Bond Counsel for the
Washington Toll Bridge Authority

I, the undersigned, D. B. Hedges, do hereby certify that I am the duly appointed, qualified and acting Secretary of the Washington Toll Bridge Authority and that the foregoing constitutes true, correct and complete copies of the bidd bids received on the Vancouver-Portland Interstate Toll Bridge by the Washington Toll Bridge Authority, as appears of record in my office, and that no changes, alterations or amendments thereto have been ordered or made by said Authority.

In Witness Whereof, I have hereunto affixed my official signature and the seal of said Authority at the Capitol in Olympia, Washington, this 30th day of April, 1956.

D B Hedges

Secretary,
Washington Toll Bridge Authority

UNION SECURITIES CORPORATION

65 BROADWAY
NEW YORK 6, N.Y.

March 22, 1954

Washington Gas Light Company
Office of the Secretary
Transportation Building
Washington

Gentlemen:

Subject to the receipt of the [illegible] sale, we
will purchase from the Company [illegible]
of the Company's First Mortgage Bonds,
Series A, Variable Interest Rate, Due 1976, at the unpaid principal
amount thereof and accrued interest to the date of delivery, as follows:

Maturity	Principal Amount	Interest Rate
[illegible]	[illegible]	[illegible]
[illegible]	[illegible]	[illegible]
[illegible]	[illegible]	[illegible]

We enclose herewith check for 2% of the par value, payable to the Washington Toll Bridge Authority, which check is to be applied by you upon the purchase price of the bonds, or returned to us if this proposal is not accepted. In the event that we fail to take up and pay for the bonds in accordance with the terms of our proposal made herein, the said check is to be retained by you as and for fully liquidated damages.

Very truly yours,

[redacted] CORPORATION

By [signature]
Norman B. Dooley
Vice President
(See Attached)

Interest Cost Table:

Gross Interest Cost of bonds numbered 1 to 4650 $1,257,250

Gross Interest Cost of term bonds numbered 4651 to 9300, computed on the basis of mandatory retirement schedule $1,531,762

Amount of Discount $ 136,712

Net Interest Cost [illegible]

Effective Interest Rate [illegible]

It is our understanding that the mandatory amounts set forth in the sinking fund provisions would be applied to the call of term bonds by lot, and if the State had funds for retirement of bonds in excess of these mandatory bonds, such funds would be applied to the call of bonds in inverse numerical order.

Our offer to purchase these bonds is made subject to the adoption by your Authority prior to our acceptance of the bonds of a resolution to the effect that the annual debt service payments to be made on any Subsequent Bonds that may be issued pursuant to Resolution No. 312 shall not be substantially disproportionate to the payments required to be made on the 1956 bonds.

MEMBERS OF ACCOUNT

Union Securities Corporation
C. J. Devine & Co.
Goldman, Sachs & Co.
Eastman, Dillon & Co.
F. S. Moseley & Co.
Lean Witter & Co.
F. S. Smithers & Co.
Hemphill, Noyes & Co.
Stearns, Hamill & Co.
Jones, Kreeg & Co.
Bache & Co.
S. D. Levine & Company, Incorporated
R. L. Day & Co.
Wagner & Co.
Wm. E. Pollock & Co., Inc.
F. M. Christie & Co.
Hart & Company
Woodcock, Hess, Moyer & Co.
Andrews & Wells, Inc.
Baker, Simonds & Co.
R. D White & Company
Francis I. DuPont & Co., Inc.
M Donald & Company
First Washington Corporation
Semple & Co., Inc.
Thomas & Company
Ryan, Sutherland & Co.
Merrill, Turben & Co.
Piper, Jaffray & Hopwood
J. M. Dain & Company
Brownell & Stein
Chas. D. Barney & Company
Walter, Woody & Heimerdinger
Ellis & CO.

WHITE, WELD & Co.

40 WALL STREET, NEW YORK 5, N. Y.

NEW YORK
BOSTON
CHICAGO

PHILADELPHIA
LONDON
AMSTERDAM

March 27, 1956

State of Washington Toll Bridge Authority
Office of the Secretary
Transportation Building
Olympia, Washington

Gentlemen:

For the Authority's legally issued, properly executed $9,300,000 Vancouver-Portland Interstate Toll Bridge Facility Revenue Bonds, 1956 and in all respects as more fully described in the Notice of Sale appearing in the Daily Bond Buyer of March 9, 1956, page 945, which Notice of Sale is hereby made a part of this proposal, we will pay you $ [illegible] dollars ($ 9,202,708.00).

The bonds shall be dated May 1, 1956, shall mature on May 1st of each year, shall be callable in accordance with said Notice of Sale and shall bear interest payable semi-annually on the first days of May and November, at the following rates:

AMOUNT	YEAR	RATE	AMOUNT	YEAR	RATE
$523,000	1961	3 %	$606,000	1966	3 %
538,000	1962	3	625,000	1967	3
555,000	1963	3	643,000	1968	3
571,000	1964	3			
589,000	1965	3	4,650,000	1971	3½

plus a supplemental interest rate [illegible] 3½% per annum payable on May 1, 1956 and May 1, 1957 on $4,650,000 = serial bonds maturing in the years 1969 to 1971 inc.

Interest at Coupon Rate: 3,022,653.00

Plus Discount: 9,202.00

* Total Interest: 3,031,855.00

* Effective Interest Rate: 3.3461

* Computed on the basis of the mandatory retirement schedule of the term bonds, but omitting the call premiums.

Bid Received
Willard B Chadwick
3/27/56
Cashier's Check
Amt. 190,000

WHITE, WELD & CO.

40 WALL STREET, NEW YORK 5, N. Y.

NEW YORK
BOSTON
CHICAGO

PHILADELPHIA
LONDON
AMSTERDAM

This bid is made with the understanding that the Authority will furnish, without cost to the successful bidder, (1) the unqualified approving opinion of Messrs. Preston, Thorgrimson & Horowitz, Attorneys, of Seattle, Washington, (2) the printed bonds, together with a certified transcript of proceedings relative to the issuance of the bonds, and (3) a non-litigation certificate. It is understood further that the bonds will be delivered to us in the City of New York, New York

We are enclosing a certified or cashier's check in the amount of $[illegible] payable to the order of Washington Toll Bridge Authority. In the event that this bid is accepted, and should for any reason we fail to comply with the terms of this bid, said check is to be forfeited by us as full liquidation damages, otherwise said check is to be returned promptly to us.

Respectfully submitted,

Account

White, Weld & Co., managers
~~Harriman Ripley & Co., Incorporated~~
Glore, Forgan & Co.
Bear, Stearns & Co.
Equitable Securities Corporation
R.W. Pressprich & Co.
~~Stone & Webster Securities Corporation~~
William Blair & Company
Dwinnell, Harkness & Hill, Incorporated
First of Michigan Corporation
~~Trubee, Anthony & Co.~~
Bacon, Whipple & Co.
Bacon, Stevenson & Co.
Blunt, Ellis & Simmons
Julien Collins & Company
Wm. P. Harper & Son & Co.
John W. Clarke & Co.
McLean & Company
The Milwaukee Company
Zilka, Smither & Co., Inc.
Bosworth, Sullivan & Company, Inc.
Harold E. Huston & Co.
Shaughnessy & Company, Inc.
Townsend, Dabney & Tyson
Burns, Corbett & Pickard, Inc.
~~J. A. Overton & Co.~~
McMaster Hutchinson & Co.
Ranson & Co.

Lee Higginson Corp.
By [illegible], Manager

Submitted by
WM. P. HARPER & SON & COMPANY

By Willard P. Harper

WHITE, WELD & Co.

40 WALL STREET, NEW YORK 5, N. Y.

NEW YORK
BOSTON
CHICAGO

PHILADELPHIA
LONDON
AMSTERDAM

Return of bid deposit is hereby acknowledged:

By: _____
Authorized Representative

Proposal Accepted by _____

on _____.

Attest: _____

_____

Washington Toll Bridge Authority
Transportation Building
Olympia, Washington

Gentlemen:

For the legally issued $7,300,000, par value, STATE OF WASHINGTON TOLL BRIDGE AUTHORITY -- VANCOUVER-PORTLAND INTERSTATE TOLL BRIDGE FACILITY REVENUE BONDS, 1956, to be dated May 1, 195[illegible], and to be due as follows:

$ [illegible],000	May 1, 196[illegible]
[illegible],000	May 1, 196[illegible]
[illegible],000	May 1, 196[illegible]
571,000	May 1, 1964
[illegible],000	May 1, 196[illegible]
600,000	May [illegible], 1966
625,000	May 1, 196[illegible]
650,000	May 1, 1968
4,650,000	May 1, 1971 (Term Bonds)

to be in denomination of $1,000 each, and redeemable prior to maturities as described in your official Notice of Bond Sale which is attached hereto and, by reference, made a part of this bid (subject to the terms hereinafter set forth), bearing coupon rates of -

1961-68 inclusive 3 1/4 %
Term bonds due 1971 3 3/8 %

WE WILL PAY YOU $ 98.50 for each $100 par value of bonds, plus accrued interest from date of issuance to date of delivery of the bonds.

This bid is conditioned that prior to delivery of the bonds the Bond Resolution will be amended:

(A) To require that maturities of any subsequently issued bonds be set as nearly as practicable in substantially the same percentages as represented by the maturities of the 1956 bonds; or mature subsequent to 1971;

(B) To provide that toll collections will be started simultaneously with the opening of the new bridge for service or, in any event, not later than January 1, 1959;

(C) To provide that failure to retire all Term Bonds on the dates set forth in the sinking fund shall not constitute a default;

(D) To require that only the bonds maturing prior to 1971 shall be callable in inverse numerical order.

As evidence of good faith, we enclose certified check in amount of $186,000.00 with the understanding that if said bonds are awarded and delivered to us in accordance with the terms of this bid, said check will be returned; otherwise it will be cashed and the proceeds retained as and for liquidated damages.

Rec'd check 24322 3/4% Cert
Wm C Slater

accordance with all of the terms of this bid, said check is to be applied as part payment, otherwise it is to be returned to us. This bid is firm and must be accepted or rejected within 24 hours after time of sale per a Revised notice of sale

Respectfully submitted,

A. C. ALLEN AND COMPANY, INCORPORATED
BLYTH & CO., INC.
and Associates

By: BLYTH & CO., INC.

Vice President

THE ABOVE BID for $3,[illegible],000, par value of bonds, is hereby accepted on behalf of WASHINGTON TOLL BRIDGE AUTHORITY this _____ day of March, 1956, and certified check for $_____ is hereby acknowledged.

_____

_____

_____

Attest:

_____

_____

(According to our calculations, interest cost over the life of this issue is $_____, and the effective rate is _____%.)

$[illegible]
[illegible] OF WASHINGTON [illegible] BRIDGE AUTHORITY
VANCOUVER-PORTLAND INTERSTATE TOLL BRIDGE FACILITY REVENUE BONDS, 1956.

Account Members -

A. C. Allyn and Company, Incorporated) Joint Managers
Blyth & Co., Inc.
)

The First Boston Corporation
Merrill Lynch, Pierce, Fenner & Beane
[illegible]
[illegible] Johnson & Co., Inc.
[illegible] Brown & Sons
[illegible] & Co., Inc.
[illegible], Wilkins & Co.
[illegible]
[illegible]
[illegible], [illegible] & Co.,
[illegible]
[illegible], [illegible] & Co.
[illegible]
[illegible]
[illegible]
[illegible] & Co.
[illegible], Inc.
[illegible] & Company
[illegible] & Co., Incorporated
[illegible], Inc.
[illegible] & Company, Inc.
[illegible]
[illegible], [illegible] & Company
[illegible], [illegible], Hughes & Morford, Inc.
[illegible]
Maynard Hale & Company, Incorporated
[illegible]
[illegible], Inc.
[illegible] & Co.
[illegible] & Co.
[illegible], Inc.
[illegible] & Company
[illegible], Inc.
G. Ray Allen & Company, Incorporated
[illegible]
[illegible] Hemphill & Co.
Campbell & Robbins, Inc.
Chas. N. Tripp Company
John C. Jones & Co.
Atkinson and Company
Blankenship, Gould & Blakely, Inc.

I, the undersigned, D. B. HEDGES, do hereby certify that I am the duly appointed, qualified and acting Secretary of the Washington Toll Bridge Authority and that the foregoing constitutes a true, correct and complete copy of the Minutes of the meeting of the Washington Toll Bridge Authority duly convened and held at the Capitol in Olympia, Washington, on March 27, 1956, as appears of record in my office, and that no changes, alterations or amendments thereto have been ordered or made by said Authority.

In Witness Whereof, I have hereunto affixed my official signature and the seal of said Authority at the Capitol in Olympia, Washington, this 25th day of April, 1956.

Secretary,
Washington Toll Bridge Authority

(SEAL)

MINUTES OF THE MEETING

OF THE

WASHINGTON TOLL BRIDGE AUTHORITY

Tuesday, March 27, 1956
Lloyd o'Adonis, A.M.

Members present: Governor Arthur D. Langlie
Ralph H. Davis, Chairman, Public Service Commission
E. B. Van Duzen, Director of Dept. of General Administration
R. G. Hartley, Chairman, State Highway Commission
Cliff Dolle, State Auditor
W. A. Bugge, Director of Highways

D. R. Odegaa, Secretary

Others present: Glen Pearson, Oregon State Highway Department
Gordon A. Barton, Oregon State Treasurer's Office
Fred E. Peale, Deputy State Treasurer
E. C. Higgins, Engineer of Toll Facilities
E. E. Hager, Supervising Accountant, T.B.A.
Paul Hamlin, Assistant Attorney General
Richard Thompkinson, Bond Counsel
Ernest Hiatt, Secretary, State Finance Committee
J. Burke Gibson, Executive Department Secretary
Harvard Palmer, Seattle-First National Bank
Willard B. Vallum, representing Wm. P. Harper & Son
Gene Breidenbach, Grande & Co.
R. L. Sheppard, Grande & Co.
William C. Fisher, representing Blyth & Co.
Lyle Wilson, Pacific Northwest Co.
James Fraser, Pacific Northwest Co.
Lyle Burt, Associated Press
Dewain Hansen, United Press

A special meeting of the Washington Toll Bridge Authority was held in the office of the Governor at 11:45 o'clock, A.M., Tuesday, March 27, 1956.

The reading of the minutes of the previous meeting was dispensed with.

The Secretary reported that three bids had been received in response to the Washington Toll Bridge Authority's Notice of Sale, offering $9,500,000.00 of Vancouver-Portland Interstate Toll Bridge Facility Revenue Bonds dated May 1, 1956, as was authorized by the Authority's Resolution No. 218, passed March 6, 1956, and the Authority's Notice of Sale authorized March 6, 1956.

The Secretary was instructed by the Chairman to open the subject bids and read same for the purpose of tabulation by all persons present. Bids received were as follows:

Bid submitted by syndicate headed by A. C. Allyn & Co., Inc., Blyth & Co., Inc. & Associates, providing for a coupon of 3½% on serial bonds scheduled for redemption 1961 to 1976, inclusive,

and 3 3/8% on term bonds due 1971 at a sale price of $98.50 for each one hundred dollars par value, plus accrued interest from date of issuance to date of delivery of the bonds. The subject bid contained certain qualifications set forth within the bid under said classifications of A to D, inclusive, with the further provision that the bid must be accepted or rejected within 24 hours after time of sale as per Notice of Sale. The calculations for the bid provided gross interest cost computed on the basis of the mandatory retirement schedule of the term bonds, exclusive of the call premiums, in the amount of $8,983,897.50, plus a discount of $139,908.00, for a total net cost of $9,043,397.50, which produced an effective interest rate of 3.47626%. As evidence of good faith, certified check in the amount of $200,000.00 was submitted with the bid.

Bid submitted by syndicate headed by White, Weld & Co. was submitted on the basis of two proposals. Proposal No. 1 provided for a sale price of $9,201,908.00 with a 3% coupon for serial bonds due 1961 to 1966, inclusive, and a 3½% coupon for the term bonds due 1971, with the further provision of a supplemental interest rate coupon of 3% per annum payable on November 1, 1956 and May 1, 1957, on the $4,690,000.00 serial bonds maturing in the years of 1961 to 1966, inclusive. The calculations for Proposal No. 1 provided total interest computed on the basis of the mandatory retirement schedule of the term bonds, exclusive of the call premiums, in the amount of $3,022,530.00, plus a discount of $97,098.00, for a total cost of $3,119,622.00, which produced an effective interest rate of 3.54011%. Proposal No. 2 of the White, Weld bid provided for a payment of $9,164,545.00 and a coupon rate on serial bonds due 1961 to 1966, inclusive, at 3.30%, serial bonds due 1967 and 1968 at 3.40% and a coupon rate of 3.50% on the term bonds due 1971. Interest calculations for Proposal No. 2 provided a total interest cost at coupon rate of $3,018,365.00, plus a discount of $133,455.00 for a total calculated cost computed on the basis of the mandatory retirement schedule of the term bonds exclusive of call premiums, in the sum of $3,151,820.00, for an effective interest rate of 3.57466%. As evidence of good faith, cashier's check in the amount of $190,000.00, was submitted with the bid.

Bid submitted by syndicate headed by Union Securities Corporation provided for payment of $9,160,290.00 and that serial bonds maturing 1961 to 1966, inclusive, bear interest at the rate of 3 1/8% and that term bonds due 1971 bear interest at the rate of 3.20%. The gross interest cost of bonds numbered 1 to 4690, inclusive, was calculated to $1,297,790.00 and the gross interest cost of term bonds numbered 4691 to 9200 computed on the basis of mandatory retirement schedule calculated to $1,331,968.00, plus discount of $134,718.00 for a total cost of $2,964,476.00, which produced an effective interest rate of 3.[illegible]%. The bid provided that the offer to purchase was subject to the adoption by the Authority, prior to the syndicate's acceptance of the bonds, of a resolution to the effect that the annual debt service payments to be made on any subsequent bonds that may be issued pursuant to Huntington Toll Bridge Authority Resolution No. 318, shall not be substantially disproportionate to the payments required to be made on the 1956 bonds. As evidence of good faith, certified check in the amount of $190,000.00, was submitted with the bid.

Following the reading of the bids, the meeting was recessed at 10:45 in order that bid tabulations might be prepared and verified, and further, that legal counsel might review the conditions of the bids received in order to determine if conditional or qualified bids had been submitted, whereupon the Chairman placed the meeting in recess with the request to reconvene at 1:30 P.M.

The meeting was called to order at 1:30 P.M. by the Secretary of the Authority who then stated that because lengthy, an Chairman of the Authority, could be unable to attend the meeting and it was requested that an Acting Chairman be named to preside, whereupon it was moved by Mr. Hunting, seconded by Mr. Van Dyke, and unanimously carried:

That Mr. Ralph Davis, Chairman of the Public Service Commission, serve as Acting Chairman of the meeting.

Mr. Davis then called the meeting to order and requested legal counsel to review the qualifications of bids submitted to determine if they complied in all respects with statute requirements and were in accordance with the Notice of Sale, whereupon Mr. Thorpinson advised that the bid submitted by the syndicate headed by A. C. Allyn & Co., Inc. and Blyth & Co., Inc. was a qualified bid and could not receive consideration by the Authority. Mr. Thorpinson further advised that the bid submitted by Union Securities Corporation contained a condition but that legally the condition was not on item of qualification but rather an item of clarification and that regardless of the provision in the Union Securities bid, it would be necessary for the Authority to adopt a resolution amending Resolution No. 318, providing that if, at any time any of the Serapeum bonds are offered for sale, the schedule of maturities or the sinking fund redemption requirements that would be provided therefor would be such that the annual debt service payments required to be made for the payment of the principal of and interest on such Serapeum bonds would be substantially proportionate to the annual debt service payments required to be made on the 3200 bonds.

Mr. Paul Hamlin, Assistant Attorney General, advised that he had explained this matter with Mr. Thorpinson and that he concurred in Mr. Thorpinson's statements.

and the Oregon State Highway Commission provide that [illegible]

proved by the Oregon State Highway Commission and that they had delegated authority to Mr. Elmo Pearson of the Oregon State Highway Department to represent the Commission, whereupon the Acting Chairman requested Mr. Pearson to express the feeling of the Oregon State Highway Commission in regard to the sale of bonds. Mr. Pearson reported that he had been in telephone conversation with Mr. Baldock, Oregon State Highway Engineer, and that it was his recommendation that the bid be accepted; however, Mr. Pearson further advised that he had been unable to contact all members of the Oregon State Highway Commission and, at this point, he was unable to express the decision of the Oregon State Highway Commission, but that he would have telephone advice at a later time and would then advise the Authority accordingly.

Mr. Davis next advised the Authority that Mr. Ernest Miner, Secretary of the State Finance Committee, and Mr. K. R. Hager, Supervising Accountant for the Authority, had reviewed the interest calculations on the bid submitted by Union Securities Corporation, whereupon Mr. Miner reported that he and Mr. Hager had completed their tabulation and found the calculations as submitted by Union Securities to be correct.

The Acting Chairman next reviewed the condition of the bond bid of Union Securities and the expression obtained from bond counsel in respect thereto, whereupon it was moved by Mr. Bartley, seconded by Mr. Van Eaton, and unanimously carried:

> In view of the expression by Mr. Richard Thorgrimson, as Bond Counsel and special Assistant Attorney General, with respect to the matter of clarification required for Resolution No. 312 of the Authority heretofore adopted, in order that the annual debt service payments to be made on any subsequent bonds that may be issued pursuant to Resolution No. 312, shall not be substantially disproportionate to the payment required to be made on the 1956 bonds, that Resolution No. 315, hereinafter set out, be and the same is hereby adopted, being a resolution of the Huntington Toll Bridge Authority amending the Resolution No. 312 adopted March 6, 1956, by adding a section thereto pertaining to the annual debt service payments to be made on the subsequent bonds if, as and when the same or any of them are issued.

Mr. Willard B. Tatum, representing the White, Weld & Co. syndicate, then advised the Authority that in view of the conditional bid submitted by the syndicate headed by A. C. Allyn & Co. and Blyth & Co., which could not be considered by the Authority in view of the conditional provisions, he wished to protest, on behalf of

his opinion, the acceptance by the Authority of the bid of Chas. Scarritt in view of the fact that such bid contained a condition and therefore, in his opinion, the opinion of Webb, Hild & Co. was construed to have made the only acceptable bid, whereupon the Acting Chairman instructed the Secretary to record the protest as an official part of the proceedings.

As the next order of business, the Secretary advised that previously the Authority had named the Washington Association of Insurance Agents as broker of record for the placement of insurance on the subject facility with the provision that the Association name a servicing broker whose appointment must be concurred in by the members of the Authority. The Secretary advised that the Association, by letter, had named the firm of Sargent & Co. as the servicing broker and reported that based on past experience and dealings with the firm of Sargent & Co., the firm was entirely acceptable, whereupon it was moved by Mr. Van Eaton, seconded by Mr. Huntley, and unanimously carried:

> That the recommendation of the Washington Association of Insurance Agents, naming Sargent & Co. as servicing broker for the placement of necessary insurance on the Vancouver-Portland Interstate Toll Bridge, is hereby accepted, and that the Secretary of the Authority is hereby instructed to advise the Association and the firm of Sargent & Co. of their acceptability, and further, that the Secretary be and he is hereby authorized to proceed with the placement of insurance as required within the covenants of Resolution No. 312 heretofore adopted by the Authority.

The Acting Chairman next advised the Authority that the meeting would be unable to continue until such time as approval had been received from the Oregon State Highway Commission, whereupon the meeting was declared in recess at 2:15 P.M.

The meeting was again called to order by Acting Chairman Ralph Davis at 3:05 P.M., whereupon he advised the Authority that Mr. R. H. Huntley, Chairman of the State Highway Commission and a member of the Authority, had been required to leave due to previous commitments and, as a result, would not be in attendance for the balance of the meeting.

The Authority was then advised that confirmation had not been received from the Oregon State Highway Commission but that in view of the fact that representatives of the A. G. Allyn & Co. and Webb & Co. syndicate and the Webb, Hild syndicate were still in attendance pending release of their good faith and deposit checks,

be deemed desirable and expedient to take the necessary action to authorize the Secretary to release the good faith and deposit checks of the two above referenced syndicates to their respective representatives, thereupon it was moved by Mr. Van Eaton, seconded by Mr. Wells, and unanimously carried;

> That the good faith and deposit checks submitted by the A. C. Allyn Co. and Blyth Co. syndicate be released to their representative, Mr. William C. Storey, and that the good faith and deposit check of the White, Weld syndicate be released to their representative, Mr. Willard B. Tobey, and that the Secretary obtain receipts from the respective individuals for the checks.

The meeting was then declared in recess at 3:15 P.M.

The meeting was again called to order by the Acting Chairman at 3:40 P.M., whereupon Mr. Paxson, representing the Oregon State Highway Department, informed the Authority that the Oregon State Highway Commission approved the bid submitted by the Union Securities Corporation on the bonds and that he was authorized to extend their approval to the acceptance of the bond bid submitted by the syndicate headed by Union Securities Corporation. It was then moved by Mr. Van Eaton, seconded by Mr. Wells, and unanimously carried:

> That the bid of Union Securities Corporation, providing for the payment of $9,163,290.00, with a coupon rate of 3 1/8% on the serial bonds maturing 1961 to 1968, inclusive, and a coupon rate of 3.20% on the term bonds maturing 1971, be and it is hereby accepted; and further, that Resolution No. 316, hereinafter set out, being a resolution of the Washington Toll Bridge Authority accepting the best bid for the purchase of $9,300,000.00 of Vancouver-Portland Interstate Toll Bridge Facility Revenue Bonds, 1956, and fixing the interest rates of same, be and the same is hereby adopted.

The Secretary then advised the Authority that it would be necessary for the Authority to authorize the printing of the bonds and arrange for delivery thereof with the purchasing syndicate, thereupon it was moved by Mr. Van Eaton, seconded by Mr. Wells, and unanimously carried:

> That the Secretary of this Authority be and he is hereby instructed to proceed with the printing of the bonds and coupons in the aggregate sum of $9,300,000.00 and to arrange for delivery thereof with the Union Bidder, being the Union Securities Corporation, and do all of the things necessary to complete the successful delivery of said bonds.

RECEIVED
MAR 5 - 1956
FOR FILING

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4653

March 5, 1956

Guy F. Atkinson Company
10 West Orange Avenue, South
San Francisco, California

Gentlemen:

The Oregon State Highway Commission and the Washington Toll Bridge Authority acting by and through the Director of Highways of the State of Washington elect to accept the low bid of Guy F. Atkinson & Co. in the sum of $6,681,940 for the construction of the Interstate and the Oregon Slough Bridges, and the Oregon State Highway Commission directs the State Highway Engineer of Oregon to award the contract on behalf of the Oregon State Highway Commission to said bidder as soon as and if the bonds required to finance the construction of the bridges have been sold, and the award shall be made in concurrence with the award to be made by the Director of Highways of the State of Washington on behalf of the Washington Toll Bridge Authority.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

mm

cc: Forrest Cooper
S. H. Probert
R. G. Savage, SIAC
P. M. Stephenson

FORM E-123 50M REVISED 2-56

RECEIVED
JUN 7 - 1956
FOR FILING

CWE

COMMISSIONERS
BEN R. CHANDLER, CHAIRMAN
Coos Bay
CHAS. H. REYNOLDS, MEMBER
La Grande
M. K. McIVER, MEMBER
Portland
H. B. GLAISYER
SECRETARY

7971

4652

OREGON
STATE HIGHWAY DEPARTMENT
SALEM

R. H. BALDOCK
STATE HIGHWAY ENGINEER
W. C. WILLIAMS
1ST ASST. STATE HWY. ENGR.
W. W. STIFFLER
2ND ASST. STATE HWY. ENGR.
C. W. ENFIELD
CHIEF COUNSEL

March 5, 1956

Mr. Darrell B. Hedges, Secretary
Washington Toll Bridge Authority
Transportation Building
Olympia, Washington

Dear Darrell:

Enclosed herewith is one certified copy of the portion of the minutes of the last meeting of the Oregon State Highway Commission concerning action taken with respect to the proposed new Interstate Bridge across the Columbia River between Portland and Vancouver, and five additional copies for your information and files. I am sending a copy of this letter together with a copy of the extracted minute entries to Richard Thorgrimson. I will sincerely appreciate your letting us have five copies of the final resolution and notice to bidders as adopted by the Washington Toll Bridge Authority.

Thanking you for your assistance throughout this matter, and hoping to see you again soon, I am

Very truly yours,

C. W. ENFIELD
Chief Counsel

By

ROBERT L. MAY, JR.
Assistant Counsel

RLM:aj
Encl.
cc - Mr. Richard Thorgrimson
Attorney at Law
Preston, Thorgrimson & Horowitz
Northern Life Tower
Seattle 1, Washington

NOTED
H. B. GLAISYER

OFFICE COPY

STATE OF OREGON)
) ss
COUNTY OF MARION)

OFFICE COPY

I, H. B. Glaisyer, Secretary of the Oregon State Highway Commission, do hereby certify that the attached extracts from the minutes of the meeting of the Oregon State Highway Commission of March 1 and 2, 1956, entered in Volume XL of the minute book, relating to the approval of the resolution to be adopted and the form of bond to be issued in connection with the construction of the new Interstate Bridge across the Columbia River between Portland, Oregon and Vancouver, Washington, and relating to the action of the Commission with respect to bids submitted for the construction of said bridge, and bids to be received by the Washington Toll Bridge Authority for the sale of said bonds, have been compared by me with the original, and that the same are true and correct copies of said portions of the minutes and of the whole thereof.

IN WITNESS WHEREOF, I have hereunto set my hand and affixed the official seal of the Oregon State Highway Commission this 5th day of March, 1956.

OFFICE COPY

H B Glaisyer

Secretary
OREGON STATE HIGHWAY COMM.

OFFICE COPY

STATE OF OREGON)
) ss
COUNTY OF MARION)

OFFICE COPY

I, H. B. Glaisyer, Secretary of the Oregon State Highway Commission, do hereby certify that the attached extracts from the minutes of the meeting of the Oregon State Highway Commission of March 1 and 2, 1956, entered in Volume XL of the minute book, relating to the approval of the resolution to be adopted and the form of bond to be issued in connection with the construction of the new Interstate Bridge across the Columbia River between Portland, Oregon and Vancouver, Washington, and relating to the action of the Commission with respect to bids submitted for the construction of said bridge, and bids to be received by the Washington Toll Bridge Authority for the sale of said bonds, have been compared by me with the original, and that the same are true and correct copies of said portions of the minutes and of the whole thereof.

IN WITNESS WHEREOF, I have hereunto set my hand and affixed the official seal of the Oregon State Highway Commission this 5th day of March, 1956.

OFFICE COPY

H B Glaisyer

Secretary
OREGON STATE HIGHWAY COMM.

OFFICE COPY

Portland, Oregon
March 2, 1956

The meeting of the State Highway Commission reconvened at 9:00 a.m. in the Queens Room of the Imperial Hotel, with the following persons present and participating:

Ben R. Chandler, Chairman
Chas. H. Reynolds, Commissioner
R. H. Baldock, State Highway Engineer
W. C. Williams, Deputy State Highway Engineer
W. W. Stiffler, Assistant State Highway Engineer
C. W. Enfield, Chief Counsel
R. L. May, Jr., Assistant Counsel
R. L. Porter, Right of Way Engineer
C. H. Armstrong, Parks Superintendent
C. H. Maison, Auditor
H. B. Glaisyer, Secretary

Commissioner McIver was excused from attending this meeting.

****

The Chief Counsel called to the attention of the Commission the agreement between Oregon and Washington concerning the construction of the new Interstate Bridge between Portland and Vancouver. He pointed out that under this agreement it is necessary for the Commission to approve the trust indenture or resolution drawn by the Washington Toll Bridge Authority and its bond attorneys, and also the form of bonds to be issued by the Authority to provide funds for the project. The Chief Counsel advised that the proposed resolution, which incorporates the form of bond, and which was prepared by the Washington Toll Bridge Authority in collaboration with bond counsel, had been thoroughly studied and reviewed, and that a number of minor changes and revisions had been made so that the same would be in proper legal form and reflect all of the matters explained to the Commission on March 1, 1956, by Mr. Richard Thorgrimson of the firm of Preston, Thorgrimson and Horowitz of Seattle, retained as bond counsel by the Washington Toll Bridge Authority pursuant to the agreement between the Oregon State Highway Commission, the Washington State Highway Commission and the Washington Toll Bridge Authority under date of April 27, 1955. The Chief Counsel further advised that Mr. Richard Thorgrimson of bond counsel was of the opinion that the resolution and bond were proper as to legality and form, and in compliance with all applicable laws, and would issue an opinion supporting the validity of the bonds to be issued and sold pursuant to the resolution. Based upon the opinion of bond counsel, the Chief Counsel recommended that the Commission approve the form of resolution and bond, with the understanding that all of the "Subsequent Bonds" (as that term is used in the resolution) shall mature at a date on or before May 1, 1971, and that the last of the "1956 Bonds" (as that term is used in the resolution) shall not be redeemed or called and retired until all of said "Subsequent Bonds" have been called and retired. The Commission approved the resolution, which includes the form of bond, as recommended by the Chief Counsel, and directed the Secretary to retain a copy of the same in the official records of the Commission.

The Chief Counsel also pointed out that the Washington Toll Bridge Authority plans to receive bids for the sale of the bonds on March 27, 1956, and that under the agreement between Washington and Oregon a bid will be accepted only if satisfactory to both the Commission and the Washington Toll Bridge Authority. In order to avoid delay, since the next Commission meeting is scheduled for April 26 and 27, 1956, the Chief Counsel recommended that the State Highway Engineer be authorized to advise the Washington Toll Bridge Authority as to whether or not any bid submitted for the sale of the bonds is satisfactory to the Commission. The Commission approved the recommendation and authorized and directed the Engineer to so advise the Authority as soon as possible after the results of the call for bids are known.

****

Portland, Oregon
March 1, 1956

The State Highway Commission met in regular session at 9:00 a.m. in the Queens Room of the Imperial Hotel.

Present were:

Ben R. Chandler, Chairman
Chas. H. Reynolds, Commissioner
R. H. Baldock, State Highway Engineer
W. C. Williams, Deputy State Highway Engineer
W. W. Stiffler, Assistant State Highway Engineer
C. W. Enfield, Chief Counsel
Robert L. May, Jr., Assistant Chief Counsel
R. L. Porter, Right of Way Engineer
C. H. Armstrong, State Parks Superintendent
C. H. Maison, Auditor
H. B. Glaisyer, Secretary

Commissioner M. K. McIver was excused .

Also present were the following representatives of the Washington State Highway Commission and the Washington Toll Bridge Authority:

R. E. Hensel, Highway Commissioner
Ernest Huntley, Highway Commissioner
William A. Bugge, Director of Highways
Ray Dinsmore, Assistant Director of Highways
William Bailey, District Engineer
Darrell Hedges, Secretary, Washington Toll Bridge Authority
Herbert Higgins, Engineer, Toll Facilities, Toll Bridge Authority
Richard Thorgrimson, Representing Preston, Thorgrimson and Horowitz, Seattle, Bond Counsel for the Washington Toll Bridge Authority.

Bids as follows for highway construction were opened and read aloud by the Secretary who then announced that the awards of contracts would be made in the same room at 4:00 p.m.

MULTNOMAH COUNTY, OREGON
CLARK COUNTY, WASHINGTON
NEW INTERSTATE AND OREGON SLOUGH BRIDGES OVER COLUMBIA RIVER, BETWEEN PORTLAND, OREGON, AND VANCOUVER, WASH.

Guy F. Atkinson Co., San Francisco, Calif. Alt "B" + Alt. "B"	$6,681,940.00
Peter Kiewit Sons Co., Vancouver, Wash. Alt "A" + Alt "A"	6,778,815.00
M & K Corp. and Ben C. Gerwick, Inc., San Francisco, Calif., Alt "A" + Alt "A"	7,168,952.00
Gilpin Const. Co. and Associates, Portland, Alt "A" + Alt "A"	7,435,720.00
Kuckenberg Const. Co., Portland *, Alt "A" + Alt "A"	7,603,080.00

*If bidder is successful bidder on this project will form a joint venture with Manson Const. and Engineering Co. of Seattle, Washington

* * * * * * * * * *

The meeting recessed for luncheon at 12:00 noon and reconvened at 2:00 p.m. with the same persons present and participating.

* * * * * * * * * *

At 3:00 p.m. the Commission discussed bids received at the morning session for the Interstate Bridge between Portland and Vancouver and other projects. Present and participating in the discussion concerning the Interstate Bridge were Mr. E. C. Huntley, member of the Washington State Highway Commission; Mr. R. E. Hensel, member of the Washington State Highway Commission; Mr. W. A. Bugge, Director, Washington Department of Highways; Mr. Darrel Hedges, Secretary of the Washington Toll Bridge Authority, and Mr. Richard Thorgrimson, of the firm of Preston, Thorgrimson and Horowitz, of Seattle, employed as Special Bond Counsel by the Washington Toll Bridge Authority.

Mr. R. H. Baldock, State Highway Engineer, Oregon, stated that the bid of Guy F. Atkinson Company was the low bid for the Interstate Bridge project at $6,681,940, or approximately 5% above the estimate. He read aloud a prepared statement pertaining to the award of this contract as follows, and recommended approval of the same by both the Oregon and Washington Authorities:

"The Oregon State Highway Commission and the Washington Toll Bridge Authority acting by and through the Director of Highways of the State of Washington elect to accept the low bid of Guy F. Atkinson & Co. in the sum of $6,681,940 for the construction of the Interstate and the Oregon Slough Bridges, and the Oregon State Highway Commission directs the State Highway Engineer of Oregon to award the contract on behalf of the Oregon State Highway Commission to said bidder as soon as and if the bonds required to finance the construction of the bridges have been sold, and the award shall be made in concurrence with the award to be made by the Director of Highways of the State of Washington on behalf of the Washington Toll Bridge Authority."

Mr. C. W. Enfield, Chief Counsel, Oregon Highway Department, pointed out that a resolution pertaining to the Interstate Bridge Project and the sale of bonds to finance it, has not been completed, but will be presented for approval on the following day. Mr. Richard Thorgrimson of Special Bond Counsel employed by the Washington Toll Bridge Authority, explained in general the provisions which are to be incorporated in the resolution. He pointed out that an agreement has been reached among the Oregon and Washington authorities on all major points and that only details remain unresolved at this time. He explained that the resolution, among other things, is a bond and trust indenture for all bonds which are to be sold to finance construction of the new bridge including the approaches in Oregon and in Washington, the acquisition of right of way, toll plaza, administration building, alteration of the old bridge, expenses incurred thus far, interest on bonds until tolls can be collected, and other incidental

expenses. He pointed out that although the Federal Government has indicated that it will participate in the reconstruction of the old bridge, the resolution provides that bonds may be issued to pay the entire cost of such reconstruction. If the Federal Government in fact reimbruses the States for a portion of the cost of reconstruction, such funds may be used to retire part of the bonds. The total amount of bonds to be sold, he stated, is $14,500,000, out of which total $9,300,000 is to be sold immediately for construction of the new bridge and expenses incurred thus far. Also incorporated in the resolution is a provision to reimburse the State of Washington for construction of the north bridge approach in the same amount as Oregon is reimbursed for the construction of the south bridge approach. The second bond issue to be made at a later date, he said, will be in the amount of $5,200,000. These bonds, he added, are to be retired by funds accruing from tolls to be assessed on both bridges, and all surplus monies accruing from such tolls after interest and stipulated bond retirements have been met are to be used to retire additional bonds. He also explained briefly the type of bonds to be sold, their order of retirement, arrangements for a trustee, payment of maintenance and operation costs and other details.

Answering an inquiry by Mr. Chas. H. Reynolds, Oregon Highway Commissioner, Mr. Thorgrimson stated that provision has been made so that idle bond monies can be invested pending the need to use them. He also commented that it is planned to make delivery of the bonds by May 1, 1956. Chairman Chandler inquired if the cost of certifying the bonds has been determined. Mr. Thorgrimson replied that the fee has been fixed.

After further discussion, it was mutually agreed among the Oregon State Highway Commission, and representatives of the Washington State Highway Commission and the Washington State Toll Bridge Authority, that the bid of Guy F. Atkinson Company in the amount of $6,681,940 should be accepted and referred to the Oregon State Highway Engineer as recommended by him. It was understood that the resolution outlined by Mr. Thorgrimson will be prepared in final form for approval by all parties concerned on the following day.

At 4:00 p.m. Commissioner Reynolds publicly announced the award of contracts as follows:

"Construction of a new Interstate Bridge over the Columbia River and a bridge over Oregon Slough on US99 between Portland, Oregon, and Vancouver, Washington: The Oregon State Highway Commission and the Washington Toll Bridge Authority acting by and through the Director of Highways of the State of Washington elect to accept the low bid of Guy F. Atkinson & Co. in the sum of $6,681,940 for the construction of the Interstate and the Oregon Slough Bridges, and the Oregon State Highway Commission directs the State Highway Engineer of Oregon to award the contract on behalf of the Oregon State Highway Commission to said bidder as soon as and if the bonds required to finance the construction of the bridges have been sold, and the award shall be made in concurrence with the award to be made by the Director of Highways of the State of Washington on behalf of the Washington Toll Bridge Authority."

* * * * * * * *

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* * * * * * * *

RECEIVED
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FOR FILING

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March 5, 1956

Mr. P. J. McKay, District Engineer
Washington State Highway Commission
4200 Main Street
Vancouver, Washington

Dear Sir:

In reply to your letter dated January 9, 1956 regarding an estimate of cost of the emergency repairs to the Interstate Bridge at Vancouver, the following report is hereby submitted.

In December, 1955, two of the four uphaul cables on the east side strander, the other two had developed many broken wires. These cables were replaced and one downhaul cable had been tightened to the limit of the turnbuckle take-up, so this condition was corrected by resetting the "pin" at the end of the line. Total work and material including the grinding of the new lines, $3412.

On December 20, 1955, the transmission on the auxiliary gas engine went out. Emergency repairs with some modification were made by the Hanson Forge and Machine Works, the company that originally installed the auxiliary engine and reduction gears. Although final statement has not yet been received, the cost is estimated at $77 .

On February 28, 1956, broken wires were reported in one of the uphaul cables on the west side of the structure. It is possible these cables will need to be replaced before the end of 1956. The estimated cost is $3000.

Summarizing: The emergency work to date, is approximately $4180, with a possible $3000 additional expenditure required before the end of 1956.

Very truly yours,

R. H. Baldock
State Highway Engineer

By
W. W. Stiffler
Assistant State Highway Engineer

AL:bt
cc - I. A. DeFrance

RECEIVED
MAR 5 - 1956
FOR FILING

7971
4653

March 5, 1956

Mr. F. J. McKay, District Engineer
Washington State Highway Commission
4200 Main Street
Vancouver, Washington

Dear Sir:

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On December 20, 1955, the transmission on the auxilliary gas engine went out. Emergency repairs with some modification were made by the Monarch Forge and Machine Works, the company that originally installed the auxiliary engine and reduction gears. Although final statement has not yet been received, the cost is estimated at $77[illegible].

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Very truly yours,

R. H. Baldock
State Highway Engineer

By
W. W. Stiffler
Assistant State Highway Engineer

AL:bt
cc - I. A. DeFrance

STATE OF WASHINGTON
ARTHUR B. LANGLIE, GOVERNOR

WASHINGTON
STATE HIGHWAY COMMISSION
DEPARTMENT OF HIGHWAYS

OFFICE OF DISTRICT ENGINEER
6500 MAIN STREET
VANCOUVER, WASHINGTON

January 9, 1956

Mr. E. A. Collier
State Wide Maintenance Engineer
State of Oregon
Department of Highways
Salem, Oregon

PSH No. 1, RO-218
Interstate Bridge
Control Section 0601

Dear Sir:

Please furnish us estimate of cost of the emergency repairs to the Interstate Bridge at Vancouver which were recently completed. It is our understanding that this work consisted of the replacement of some of the uphaul cables which were showing serious signs of distress.

We will be preparing our 1956-1957 Program at an early date and wish to include monies for reimbursement for our share of this expense.

Yours very truly,

P. J. McKAY
District Engineer

By: E. I. ROBERTS
District
Office Engineer

Called Feb 2-56
Letter showed for final count of repairs and to have it all billed. Thru this office 1-10-56
Received and routed for reply 2-29-56

NOTED

RECEIVED
MAR 5 - 1956
FOR FILING

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March 2, 1956

The District Engineer
Corps of Engineers
U. S. Army
628 Pittock Block
Portland 5, Oregon

Dear Sir:

Re: Remodeling of existing
Portland-Vancouver
Interstate Bridge

Pursuant to order dated November 16, 1955, and served on the Highway Department of Oregon on January 10, 1956, I submit herewith plans for the remodeling of the existing Columbia River Bridge at Vancouver, Washington.

Very truly yours,

R. H. Baldock
State Highway Engineer

PMS/dp
Enclosed
cc P. M. Stephenson

7971

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STATE HIGHWAY ENGINEER'S ESTIMATE OF COST

FOR COMPARISON OF BIDS

March 1, 1956

MULTNOMAH COUNTY, OREGON

CLARK COUNTY, WASHINGTON

Interstate and Oregon Slough Bridges

INTERSTATE AND OREGON SLOUGH BRIDGE PROJECT

PACIFIC HIGHWAY

MULTNOMAH COUNTY, OREGON

CLARK COUNTY, WASHINGTON

Tri-Party Project
Bridges No. 7333 and 1377-B

Bids Received March 1, 1956

INTERSTATE BRIDGE - ALTERNATE "A"

1.	All Required	Shoring and Cribbing	$ -	$ 500,000.00
2.	15,500 cu. yds.	Structural Excavation	10.00	155,000.00
3.	500 cu. yds.	Excavation Below Elevations Shown	20.00	10,000.00
4.	87,700 lin. ft.	Furnish Timber Piling	1.00	87,700.00
5.	4,200 lin. ft.	Furnish Treated Timber Piling	1.50	6,300.00
6.	1,300 lin. ft.	Furnish Cast-in-Place Concrete Piling	4.00	5,200.00
7.	1,493 only	Drive Timber Piling	40.00	59,720.00
8.	21 only	Drive Cast-in-Place Piling	60.00	1,260.00
9.	6,700 cu. yds.	Seal Concrete	35.00	234,500.00
10.	14,300 cu. yds.	Class "A" Concrete	65.00	929,500.00
11.	1,600,000 lbs.	Metal Reinforcement	0.12	192,000.00
12.	All Required	Structural Steel	-	2,538,000.00
13.	3,870 lin. ft.	Metal Handrail	12.00	46,440.00
14.	All Required	Bridge Buildings	-	35,000.00
15.	All Required	Electrical and Mechanical Equipment	-	600,000.00
16.	All Required	Lighting	-	45,000.00
17.	All Required	Construction Walkway	-	25,000.00
18.	All Required	Engineer's Office	-	10,000.00

Estimated Contract Amount for
Interstate Bridge, Alternate "A" $5,480,620.00

INTERSTATE BRIDGE - ALTERNATE "B"

1.	All Required	Shoring and Cribbing	-	125,000.00
2.	20,500 cu. yds.	Structural Excavation	10.00	205,000.00
3.	500 cu. yds.	Excavation Below Elevations Shown	20.00	10,000.00
4.	92,000 lin. ft.	Furnish Timber Piling	1.00	92,000.00
5.	4,200 lin. ft.	Furnish Treated Timber Piling	1.50	6,300.00
6.	1,300 lin. ft.	Furnish Cast-in-Place Concrete Piling	4.00	5,200.00
7.	1,699 only	Drive Timber Piling	40.00	67,960.00
8.	21 only	Drive Cast-in-Place Piling	60.00	1,260.00
9.	13,000 cu. yds.	Tremie Concrete	35.00	455,000.00
10.	10,500 cu. yds.	Class "A" Concrete	75.00	787,500.00
11.	1,700,000 lbs.	Metal Reinforcement	0.12	204,000.00
12.	All Required	Structural Steel	-	2,538,000.00
13.	3,870 lin. ft.	Metal Handrail	12.00	46,440.00
14.	All Required	Bridge Buildings	-	35,000.00

13.	All Required	Electrical and Mechanical Equipment	-	$ 600,000.00
16.	All Required	Lighting	-	45,000.00
17.	All Required	Construction Walkway	-	25,000.00
18.	All Required	Engineering Office	-	10,000.00

Estimated Contract Amount for Interstate Bridge, Alternate "B" $ 5,258,660.00

OREGON SLOUGH BRIDGE - ALTERNATE "A"

1.	All Required	Shoring and Cribbing	-	250,000.00
2.	2,600 cu. yds.	Structural Excavation	$ 10.00	26,000.00
3.	100 cu. yds.	Excavation Below Elevations Shown	20.00	2,000.00
4.	18,900 lin. ft.	Furnish Timber Piling	1.00	18,900.00
5.	7,800 lin. ft.	Furnish Treated Timber Piling	1.50	11,700.00
6.	444 only	Drive Timber Piling	40.00	17,760.00
7.	1,070 cu. yds.	Seal Concrete	35.00	37,450.00
8.	4,060 cu. yds.	Class "A" Concrete	65.00	263,900.00
9.	576,000 lbs.	Metal Reinforcement	0.12	69,120.00
10.	All Required	Structural Steel	-	432,000.00
11.	1,150 lin. ft.	Metal Handrail	12.00	13,800.00
12.	All Required	Electrical Conduit	-	3,000.00
13.	All Required	Construction Walkway	-	10,000.00
14.	All Required	Roadwork	-	7,000.00
15.	160 sq. yds.	Concrete Slab Riprap	10.00	1,600.00
16.	All Required	Alterations to Existing Structures	-	25,000.00

Estimated Contract Amount for Oregon Slough Bridge, Alternate "A" $ 1,189,230.00

OREGON SLOUGH BRIDGE - ALTERNATE "B"

1.	All Required	Shoring and Cribbing	-	60,000.00
2.	3,400 cu. yds.	Structural Excavation	10.00	34,000.00
3.	100 cu. yds.	Excavation Below Elevations Shown	20.00	2,000.00
4.	16,900 lin. ft.	Furnish Timber Piling	1.00	16,900.00
5.	7,800 lin. ft.	Furnish Treated Timber Piling	1.50	11,700.00
6.	430 only	Drive Timber Piling	40.00	17,200.00
7.	2,350 cu. yds.	Tremie Concrete	35.00	82,250.00
8.	3,350 cu. yds.	Class "A" Concrete	75.00	251,250.00
9.	669,000 lbs.	Metal Reinforcement	0.12	80,280.00
10.	All Required	Structural Steel	-	432,000.00
11.	1,150 lin. ft.	Metal Handrail	12.00	13,800.00
12.	All Required	Electrical Conduit	-	3,000.00
13.	All Required	Construction Walkway	-	10,000.00
14.	All Required	Roadwork	-	7,000.00
15.	160 sq. yds.	Concrete Slab Riprap	10.00	1,600.00
16.	All Required	Alterations to Existing Structures	-	25,000.00

Estimated Contract Amount for Oregon Slough Bridge, Alternate "B" $ 1,047,980.00

SUMMARY OF ESTIMATES

1. Interstate Alternate "A" plus Oregon Slough Alternate "A" $ 6,669,850.00
2. Interstate Alternate "B" plus Oregon Slough Alternate "B" $ 6,306,640.00
3. Interstate Alternate "B" plus Oregon Slough Alternate "A" $ 6,447,890.00
4. Interstate Alternate "A" plus Oregon Slough Alternate "B" $ 6,528,600.00

ESTIMATED CONSTRUCTION AUTHORIZATION

Estimated Contract Amount (Low Alternate #2)	$ 6,306,640.00
Engr. & Cont. (12½%)	788,330.00
Estimated Net Authorization, Constr.	$ 7,094,970.00

For Anticipated Additional Items - See Separate Schedule

A 5 0 4 7 5 1. 5 0 No
A 1 2 7 0 6 3 =
A 6 1 5 7 5 3 1. 0 1
A 1 1 1 4 2 1 =
A
A 5 1 2 4 1 8 0 =
B 1 1 1 7 7 6 0 =
6
A 6 0 4 8 6 0 0 =
A 1 3 9 7 1 2 0 =
A
A 6 2 9 1 8 2 0 =
A 1 2 1 1 2 5 0 =
A

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46-2

OREGON STATE HIGHWAY DEPARTMENT — ITEMIZED BIDS RECEIVED

F. A. P. No. ---
Sheet No. 1 of 5 Sheets Page ---

Date of Opening Bids March 1, 1956
No. Bids Received 5 Brs. No. 7333 & 1377-B

Section Interstate and Oregon Slough Bridges
Highway Pacific
County Multnomah, Oregon/Clark, Washington
Length and Kind of Work Bridge Construction

No.	Item	Quantity	Unit	Peter Kiewit Sons' Co. Vancouver, Wn. Bidder / Address / 5% Deposit		A.K. Corm. & Ben C. Gerwick Inc. San Francisco Calif. Bidder / Address / 5% Deposit		Guy F. Atkinson Co. San Francisco Calif. Bidder / Address / 5% Deposit		Gilpin Constr. Co. & Associates Portland Bidder / Address / 5% Deposit		Kuckenberg Constr. Co. Portland Bidder / Address / 5% Deposit		Bidder / Address / Deposit		Bidder / Address / Deposit		Bidder / Address / Deposit		Bidder / Address / Deposit	
				Unit Bid	Amount	Unit Bid	Amount	Unit Bid	Amount	Unit Bid	Amount	Unit Bid	Amount	Unit Bid	Amount	Unit Bid	Amount	Unit Bid	Amount	Unit Bid	Amount
	INTERSTATE BRIDGE - ALTERNATE "A"																				
1.	Shoring and Cribbing	All Required			700,000.00		385,000.00				1,000,000.00		750,000.00								
2.	Structural Excavation	15,500	Cu.Yds.	6.40	99,200.00	3.50	54,250.00			6.00	93,000.00	10.00	155,000.00								
3.	Excavation Below Elev. Shown	500	Cu.Yds.	10.00	5,000.00	15.00	7,500.00			6.00	3,000.00	20.00	10,000.00								
4.	Furnish Timber Piling	87,700	Lin.Ft.	.80	70,160.00	.90	78,930.00			.70	61,390.00	1.00	87,700.00								
5.	Furnish Treated Timber Piling	4,200	Lin.Ft.	1.40	5,880.00	1.60	6,720.00			1.20	5,040.00	2.20	9,240.00								
6.	Furnish Cast-in-Place Concrete Piling	1,300	Lin.Ft.	3.90	5,070.00	4.00	5,200.00			3.00	3,900.00	3.50	4,550.00								
7.	Drive Timber Piling	1,493	Only	43.00	64,199.00	37.00	55,241.00			50.00	74,650.00	90.00	134,370.00								
8.	Drive Cast-in-Place Piling	21	Only	105.00	2,205.00	100.00	2,100.00			80.00	1,680.00	100.00	2,100.00								
9.	Seal Concrete	6,700	Cu.Yds.	30.00	201,000.00	25.00	167,500.00			20.00	134,000.00	25.00	167,500.00								
10.	Class "A" Concrete	14,300	Cu.Yds.	60.00	858,000.00	50.00	715,000.00			65.00	929,500.00	66.00	943,800.00								
11.	Metal Reinforcement	1,600,000	Lbs.	.121	193,600.00	.11	176,000.00			.11	176,000.00	.12	192,000.00								
12.	Structural Steel	All Required			2,695,000.00		3,317,000.00				3,000,000.00		3,320,000.00								
13.	Metal Handrail	3,870	Lin.Ft.	11.25	43,537.50	7.00	27,090.00			12.00	46,440.00	11.00	42,570.00								
14.	Bridge Buildings	All Required			55,000.00		40,000.00				35,000.00		53,000.00								
15.	Electrical and Mechanical Equipment	All Required			425,000.00		450,000.00				425,000.00		430,000.00								
16.	Lighting	All Required			33,000.00		25,000.00				20,000.00		25,000.00								
17.	Construction Railway	All Required			39,000.00		30,000.00				30,000.00		50,000.00								
18.	Engineer's Office	All Required			9,900.00		15,000.00				10,000.00		15,000.00								
	Totals Interstate Bridge, Alternate "A"				5,504,751.50		6,057,531.00				6,048,600.00		6,391,830.00								
	Totals																				
	Remarks																				

Item No	Bidder / Address / Deposit		Bidder / Address / Deposit		Bidder / Address / Deposit		Bidder / Address / Deposit		Bidder / Address / Deposit		Bidder / Address / Deposit		Bidder / Address / Deposit		Bidder / Address / Deposit		Bidder / Address / Deposit		Bidder / Address / Deposit	
	Unit Bid	Amount	Unit Bid	Amount	Unit Bid	Amount	Unit Bid	Amount	Unit Bid	Amount	Unit Bid	Amount	Unit Bid	Amount	Unit Bid	Amount	Unit Bid	Amount	Unit Bid	Amount
Totals																				
Totals																				
Remarks																				

Form B-1361-402

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OREGON STATE HIGHWAY DEPARTMENT — ITEMIZED BIDS RECEIVED

F. A. P. No. —
Sheet No. 2 of 5 Sheets Page —

Date of Opening Bids March 1, 1956
No. Bids Received 5 Brs. No. 7333 & 1377-B

Section Interstate and Oregon Slough Bridges
Highway Pacific
County Multnomah, Oregon/Clark, Washington
Length and Kind of Work Bridge Construction

No.	Item	Quantity	Unit	Bidder: — Address: — Deposit: — Unit Bid	Amount	Bidder: — Address: — Deposit: — Unit Bid	Amount	Bidder: Guy F. Atkinson Co. Address: San Francisco, Calif. Deposit: 5% Unit Bid	Amount	Bidder: — Address: — Deposit: — Unit Bid	Amount	Bidder: — Address: — Deposit: — Unit Bid	Amount	Bidder: — Address: — Deposit: — Unit Bid	Amount	Bidder: — Address: — Deposit: — Unit Bid	Amount	Bidder: — Address: — Deposit: — Unit Bid	Amount	Bidder: — Address: — Deposit: — Unit Bid	Amount
	OREGON SLOUGH BRIDGE - ALTERNATE "B"																						
1.	Shoring and Cribbing	All Required							22,500.00														
2.	Structural Excavation	3,400	Cu.Yds.					5.00	17,000.00														
3.	Excavation Below Elev. Shown	100	Cu.Yds.					6.00	600.00														
4.	Furnish Timber Piling	16,900	Lin.Ft.					.65	10,985.00														
5.	Furnish Treated Timber Piling	7,800	Lin.Ft.					1.30	10,140.00														
6.	Drive Timber Piling	430	Only					80.00	34,400.00														
7.	Tremie Concrete	2,350	Cu.Yds.					30.00	70,500.00														
8.	Class "A" Concrete	3,350	Cu.Yds.					105.00	351,750.00														
9.	Metal Reinforcement	669,000	Lbs.					.11	73,590.00														
10.	Structural Steel	All Required							460,750.00														
11.	Metal Handrail	1,150	Lin.Ft.					12.70	14,605.00														
12.	Electrical Conduit	All Required							1,500.00														
13.	Construction Walkway	All Required							9,000.00														
14.	Roadwork	All Required							10,000.00														
15.	Concrete Slab Riprap	160	Sq.Yds.					9.00	1,440.00														
16.	Alterations to Existing Structures	All Required							29,000.00														
	Totals Oregon Slough Bridge, Alternate "B"								1,117,760.00														
	Totals																						
	Remarks																						

Item No.	Bidder: — Address: — Deposit: — Unit Bid	Amount	Bidder: — Address: — Deposit: — Unit Bid	Amount	Bidder: — Address: — Deposit: — Unit Bid	Amount	Bidder: — Address: — Deposit: — Unit Bid	Amount	Bidder: — Address: — Deposit: — Unit Bid	Amount	Bidder: — Address: — Deposit: — Unit Bid	Amount	Bidder: — Address: — Deposit: — Unit Bid	Amount	Bidder: — Address: — Deposit: — Unit Bid	Amount	Bidder: — Address: — Deposit: — Unit Bid	Amount	Bidder: — Address: — Deposit: — Unit Bid	Amount
Totals																				
Totals																				
Remarks																				

Form B-1111—58

OREGON STATE HIGHWAY DEPARTMENT — ITEMIZED BIDS RECEIVED

Date of Opening Bids March 1, 1956 — Bre. No. 8333 & 1377-B
No. Bids Received 5 — F. A. P. No. ___ — Sheet No. 3 of 5 Sheets Page ___

Section Interstate and Oregon Slough Bridges
Highway Pacific
County Multnomah, Oregon/Clark, Washington
Length and Kind of Work Bridge Construction

			Bidder:		Bidder:		Bidder: Guy F. Atkinson Co. San Francisco, Calif.		Bidder:		Bidder:		Bidder:		Bidder:		Bidder:		Bidder:	
			Address:		Address:		Address:		Address:		Address:		Address:		Address:		Address:		Address:	
			Deposit:		Deposit:		Deposit: 5%		Deposit:		Deposit:		Deposit:		Deposit:		Deposit:		Deposit:	
No.	Item	Quantity	Unit	Unit Bid	Amount	Unit Bid	Amount	Unit Bid	Amount	Unit Bid	Amount	Unit Bid	Amount	Unit Bid	Amount	Unit Bid	Amount	Unit Bid	Amount	Unit Bid	Amount
	INTERSTATE BRIDGE - ALTERNATE "B"								200,000.00												
1.	Shoring and Cribbing	All Required						5.00	102,500.00												
2.	Structural Excavation	20,500	Cu.Yds.					6.00	3,000.00												
3.	Excavation Below Elev. Shown	500	Cu.Yds.					.65	59,800.00												
4.	Furnish Timber Piling	92,000	Lin.Ft.					1.30	5,460.00												
5.	Furnish Treated Timber Piling	4,200	Lin.Ft.					4.05	5,265.00												
6.	Furnish Cast-in-Place Concrete Piling	1,300	Lin.Ft.					60.00	101,940.00												
7.	Drive Timber Piling	1,699	Only					100.00	2,100.00												
8.	Drive Cast-in-Place Piling	21	Only					29.00	377,000.00												
9.	Tremie Concrete	13,000	Cu.Yds.					100.00	1,050,000.00												
10.	Class "A" Concrete	10,500	Cu.Yds.					.11	187,000.00												
11.	Metal Reinforcement	1,700,000	Lbs.						2,832,000.00												
12.	Structural Steel	All Required						14.50	56,115.00												
13.	Metal Handrail	3,870	Lin.Ft.						42,000.00												
14.	Bridge Buildings	All Required							475,000.00												
15.	Electrical and Mechanical Equipment	All Required							30,000.00												
16.	Lighting	All Required							25,000.00												
17.	Construction Walkway	All Required							10,000.00												
18.	Engineering Office	All Required																			
	Totals Interstate Bridge, Alternate "B"								5,564,180.00												
	Totals																				
	Remarks																				

			Bidder:		Bidder:		Bidder:		Bidder:		Bidder:		Bidder:		Bidder:		Bidder:		Bidder:	
			Address:		Address:		Address:		Address:		Address:		Address:		Address:		Address:		Address:	
			Deposit:		Deposit:		Deposit:		Deposit:		Deposit:		Deposit:		Deposit:		Deposit:		Deposit:	
Item No.			Unit Bid	Amount	Unit Bid	Amount	Unit Bid	Amount	Unit Bid	Amount	Unit Bid	Amount	Unit Bid	Amount	Unit Bid	Amount	Unit Bid	Amount	Unit Bid	Amount
	Totals																			
	Totals																			
	Remarks																			

Form 2-1317-M

OREGON STATE HIGHWAY DEPARTMENT — ITEMIZED BIDS RECEIVED

Date of Opening Bids: March 1, 1956 — Brs. No. 7333 & 1377-B
No. Bids Received: 5
F. A. P. No. —
Sheet No. 4 of 5 Sheets Page —

Section: Interstate and Oregon Slough Bridges
Highway: Pacific
County: Multnomah, Oregon/Clark, Washington
Length and Kind of Work: Bridge Construction

				Peter Kiewit Sons' Co. Vancouver, Wn. Bidder — Address — 5% Deposit		M-K Corp. & Ben C. Gerwick, Inc. San Francisco, Calif. Bidder — Address — 5% Deposit		Guy F. Atkinson Co. San Francisco Calif. Bidder — Address — 5% Deposit		Gilpin Constr. Co. & Associates Portland Bidder — Address — 5% Deposit		Kuckenberg Constr. Co. Portland Bidder — Address — 5% Deposit		Bidder — Address — Deposit		Bidder — Address — Deposit		Bidder — Address — Deposit		Bidder — Address — Deposit	
No.	Item	Quantity	Unit	Unit Bid	Amount	Unit Bid	Amount	Unit Bid	Amount	Unit Bid	Amount	Unit Bid	Amount	Unit Bid	Amount	Unit Bid	Amount	Unit Bid	Amount	Unit Bid	Amount
	OREGON SLOUGH BRIDGE - ALTERNATE "A"										300,000.00		200,000.00								
1.	Shoring and Cribbing	All Required			280,000.00		214,223.00			6.00	15,600.00	12.00	31,200.00								
2.	Structural Excavation	2,600	Cu.Yds.	10.90	28,340.00	3.50	9,100.00			6.00	600.00	20.00	2,000.00								
3.	Excavation Below Elev. Shown	100	Cu.Yds.	12.50	1,250.00	15.00	1,500.00			.60	11,340.00	1.00	18,900.00								
4.	Furnish Timber Piling	18,900	Lin.Ft.	.80	15,120.00	.90	17,010.00			1.40	10,920.00	2.20	17,160.00								
5.	Furnish Treated Timber Piling	7,800	Lin.Ft.	1.40	10,920.00	1.60	12,480.00			70.00	31,080.00	90.00	39,960.00								
6.	Drive Timber Piling	444	Only	55.00	24,420.00	37.00	16,428.00			24.00	25,680.00	30.00	32,100.00								
7.	Seal Concrete	1,070	Cu.Yds.	30.00	32,100.00	25.00	26,750.00			88.00	357,280.00	70.00	284,200.00								
8.	Class "A" Concrete	4,060	Cu.Yds.	80.00	324,800.00	60.00	243,600.00			.11	63,360.00	.12	69,120.00								
9.	Metal Reinforcement	576,000	Lbs.	.12	69,696.00	.11	63,360.00				500,000.00		445,000.00								
10.	Structural Steel	All Required			427,000.00		450,000.00			12.00	13,800.00	11.00	12,650.00								
11.	Metal Handrail	1,150	Lin.Ft.	11.25	12,937.50	7.00	8,050.00				3,500.00		10,000.00								
12.	Electrical Conduit	All Required			1,500.00		1,000.00				24,000.00		20,000.00								
13.	Construction Walkway	All Required			11,900.00		16,000.00				15,000.00		18,000.00								
14.	Roadwork	All Required			12,000.00		5,000.00			6.00	960.00	6.00	960.00								
15.	Concrete Slab Riprap	160	Sq.Yds.	13.00	2,080.00	12.00	1,920.00				14,000.00		10,000.00								
16.	Alterations to Existing Structures	All Required			20,000.00		25,000.00														
	Totals Oregon Slough Bridge, Alternate "A"				1,274,063.50		1,111,421.00				1,387,120.00		1,211,250.00								
	Totals																				
	Remarks																				

	Bidder — Address — Deposit		Bidder — Address — Deposit		Bidder — Address — Deposit		Bidder — Address — Deposit		Bidder — Address — Deposit		Bidder — Address — Deposit		Bidder — Address — Deposit		Bidder — Address — Deposit		Bidder — Address — Deposit		Bidder — Address — Deposit	
Item No.	Unit Bid	Amount	Unit Bid	Amount	Unit Bid	Amount	Unit Bid	Amount	Unit Bid	Amount	Unit Bid	Amount	Unit Bid	Amount	Unit Bid	Amount	Unit Bid	Amount	Unit Bid	Amount	Unit Bid	Amount

OREGON STATE HIGHWAY DEPARTMENT — ITEMIZED BIDS RECEIVED

Date of Opening Bids: March 1, 1956 — Brs. No. 7333 & 1377-B
No. Bids Received: 5
F. A. P. No. —
Sheet No. 5 of 5 Sheets Page —

Section: Interstate and Oregon Slough Bridges
Highway: Pacific
County: Multnomah, Oregon/Clark, Washington
Length and Kind of Work: Bridge Construction

No.	Item	Quantity	Unit	Peter Kiewit Sons' Co. Vancouver, Wn. — Bidder / Address / Deposit		M&K Corp. & Ben C Gerwick, Inc. San Francisco Calif. — Bidder / Address / Deposit		Guy F. Atkinson Co. San Francisco Calif. — Bidder / Address / Deposit		Gilpin Constr. Co. & Associates Portland — Bidder / Address / Deposit		Hackenberg Constr. Co. Portland — Bidder / Address / Deposit		— Bidder / Address / Deposit		— Bidder / Address / Deposit		— Bidder / Address / Deposit		— Bidder / Address / Deposit	
				Unit Bid	Amount	Unit Bid	Amount	Unit Bid	Amount	Unit Bid	Amount	Unit Bid	Amount	Unit Bid	Amount	Unit Bid	Amount	Unit Bid	Amount	Unit Bid	Amount
	SUMMARY OF BIDS																				
1.	Interstate Alt. "A plus Oregon Slough Alt. "A"				6,778,815.00		7,168,952.00		6,681,940.00		7,435,720.00		7,603,080.00								
2.	Interstate Alt. "B" plus Oregon Slough Alt. "B"																				
3.	Interstate Alt. "B" plus Oregon Slough Alt. "A"																				
4.	Interstate Alt. "A" plus Oregon Slough Alt. "B"																				
	Totals																				
	Totals																				
	Remarks																				

Item No	Bidder / Address / Deposit		Bidder / Address / Deposit		Bidder / Address / Deposit		Bidder / Address / Deposit		Bidder / Address / Deposit		Bidder / Address / Deposit		Bidder / Address / Deposit		Bidder / Address / Deposit		Bidder / Address / Deposit		Bidder / Address / Deposit	
	Unit Bid	Amount	Unit Bid	Amount	Unit Bid	Amount	Unit Bid	Amount	Unit Bid	Amount	Unit Bid	Amount	Unit Bid	Amount	Unit Bid	Amount	Unit Bid	Amount	Unit Bid	Amount	Unit Bid	Amount
	Totals																				
	Totals																				
	Remarks																				

Form 3-Dist.—62

RECEIVED
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STATE HIGHWAY COMMISSION MEETING

Delegation Wn. State Hwy. Comm. and Wn. Toll Bridge Authority re bids for Interstate Bridge

Date March 1, 1956

Time 3:00 p.m.

Name	City or Town	Capacity
W. F. Berger	Olympia	Director of Hways. Wash.
Hert Higgins	"	Engineer-Toll Facilities WTBA
Ray Hedges	"	Secretary WTBA
R. E. Hensel	"	Hwy. Commissioner
Ernest Huntley	"	" "
Ray Kinsmore	"	Asst. Director of Hways.
Wm Bailey	"	Assistant Eng. Vancouver
Richard Thorgrimson	representing Preston bond counsel	Thorgrimson & Horowitz, Seattle Wash. Toll Brg Auth

AGENDA
MAR 1 1956
D

February 20, 1956

Members of State Highway Commission

Gentlemen:

I attach hereto a copy of a letter that I have just received from Mr. W. A. Bugge, Director of Highways of the State of Washington, regarding the opening of bids for the proposed interstate bridge.

The arrangements referred to in the second paragraph of Mr. Bugge's letter includes a conference among representatives of the Washington State Highway Commission, the Washington Toll Bridge Authority, and the Oregon State Highway Commission at 3:00 p.m. on March 1st to discuss the bids that may be received at 9:00 a.m. on that day.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

HBG:jmc

cc: R. H. Baldock

3/1/56
3:00 P.M.

D

COMMISSIONERS

R. A. MOISIO, CHAIRMAN
TACOMA

R. E. HENSEL, MEMBER
BREMERTON

E. C. HUNTLEY, MEMBER
COLFAX

H. E. MORGAN, MEMBER
LONGVIEW

OSCAR E. STONE, MEMBER
SPOKANE

STATE OF WASHINGTON
ARTHUR B. LANGLIE, GOVERNOR

WASHINGTON
STATE HIGHWAY COMMISSION
DEPARTMENT OF HIGHWAYS
W. A. BUGGE, DIRECTOR
TRANSPORTATION BUILDING
OLYMPIA

DISTRICT OFFICES

NO. 1 SEATTLE 4
460 SPOKANE ST.

NO. 2 WENATCHEE
P. O. BOX 98

NO. 3 OLYMPIA
P. O. BOX 327

NO. 4 VANCOUVER
4200 MAIN STREET

NO. 5 YAKIMA
P. O. BOX 52

NO. 6 SPOKANE 21
N. 2820 MAYFAIR ST.

February 16, 1956

Mr. H. B. Glaisyer, Secretary
Oregon State Highway Commission
Salem, Oregon

Dear Mr. Glaisyer:

In regard to the proposed opening of bids on the Interstate Bridge to be held at the Imperial Hotel, Portland, at 9:00 a.m., Thursday, March 1, 1956, I plan to be in attendance and likewisw there will be representatives of the Washington Toll Bridge Authority and the State Highway Commission.

The arrangements that you have worked out appear to be quite satisfactory and I am sure that agreements can be arranged mutually by both the representatives of the Toll Bridge Authority and the Highway Commissions as to the status of the award of the proposed project.

Very truly yours,

W. A. BUGGE
Director of Highways

WAB/rr

RECEIVED
STATE HIGHWAY COMMISSION

NOTED
H. B. GLAISYER

Files

OREGON STATE HIGHWAY COMMISSION

NOTICE TO CONTRACTORS

INTERSTATE BRIDGE

Time and Place of Receiving Bids:

Sealed bids for the work described below will be received by the State Highway Commission of the State of Oregon at the Imperial Hotel, Portland, Oregon, at 9:00 a.m., Thursday, March 1, 1956.

Type of Project:

This is a cooperative project to be financed and built under a tri-party agreement between the States of Oregon and Washington, acting through their respective State Highway Commissions, and the Washington Toll Bridge Authority. By authority of this agreement, all matters pertaining to furnishing plans and specifications to bidders and receipt of proposals are being handled by the State Highway Commission of the State of Oregon, address: State Highway Building, Salem, Oregon.

Description of Work:

The work for which bids are to be received consists of the following work on the Pacific Highway in the vicinity of Portland, Multnomah County, Oregon, and Vancouver, Clark County, Washington.

1. New Interstate Bridge over Columbia River - Construct a reinforced concrete and structural steel bridge 3,531'-5 7/8" in length with a 40-foot roadway and one 5-foot sidewalk. Principal work consists of construction of 11 main river piers, 1-531', 7-265' and 2-272' steel thru truss spans and 1-278' vertical lift span, and a 318' RC viaduct.

2. Oregon Slough Bridge - Alter the existing structures over Oregon Slough and Swift Road and widen these structures to accommodate two additional lanes of traffic. Principal work consists of construction of a widened portion of Oregon Slough Bridge, 1,294'-7" in length with a 38-foot roadway, and one 6-foot sidewalk and an approach ramp 133 feet in length with a 26-foot roadway.

3. Performance of miscellaneous and incidental work as required by the plans and specifications.

Quantities:

The work involves the following approximate quantities:

Files

OREGON STATE HIGHWAY COMMISSION

NOTICE TO CONTRACTORS

INTERSTATE BRIDGE

Time and Place of Receiving Bids:

Sealed bids for the work described below will be received by the State Highway Commission of the State of Oregon at the Imperial Hotel, Portland, Oregon, at 9:00 a.m., Thursday, March 1, 1956.

Type of Project:

This is a cooperative project to be financed and built under a tri-party agreement between the States of Oregon and Washington, acting through their respective State Highway Commissions, and the Washington Toll Bridge Authority. By authority of this agreement, all matters pertaining to furnishing plans and specifications to bidders and receipt of proposals are being handled by the State Highway Commission of the State of Oregon, address: State Highway Building, Salem, Oregon.

Description of Work:

The work for which bids are to be received consists of the following work on the Pacific Highway in the vicinity of Portland, Multnomah County, Oregon, and Vancouver, Clark County, Washington.

1. New Interstate Bridge over Columbia River - Construct a reinforced concrete and structural steel bridge 3,531'-5 7/8" in length with a 40-foot roadway and one 5-foot sidewalk. Principal work consists of construction of 11 main river piers, 1-531', 7-265' and 2-272' steel thru truss spans and 1-278' vertical lift span, and a 318' RC viaduct.

2. Oregon Slough Bridge - Alter the existing structures over Oregon Slough and Swift Road and widen these structures to accommodate two additional lanes of traffic. Principal work consists of construction of a widened portion of Oregon Slough Bridge, 1,294'-7" in length with a 38-foot roadway, and one 6-foot sidewalk and an approach ramp 133 feet in length with a 26-foot roadway.

3. Performance of miscellaneous and incidental work as required by the plans and specifications.

Quantities:

The work involves the following approximate quantities:

Item	Unit	* Alternate "A"	** Alternate "B"
Interstate Bridge:			
1. Shoring, Cribbing, Etc.	All	All	All
2. Structural Excavation	Cu. Yd.	15,500	20,500
3. Excavation Below Elevations Shown	Cu. Yd.	500	500
4. Furnish Timber Piling	Lin. Ft.	87,700	92,000
5. Furnish Treated Timber Piling	Lin. Ft.	4,200	4,200
6. Furnish Cast-in-Place Concrete Piling	Lin. Ft.	1,300	1,300
7. Drive Timber Piling	Each	1,493	1,699
8. Drive Cast-in-Place Concrete Piling	Each	21	21
9. Seal Concrete	Cu. Yd.	6,700	13,000
10. Class "A" Concrete	Cu. Yd.	14,300	10,500
11. Metal Reinforcement	Lb.	1,600,000	1,700,000
12. Structural Steel (4,700 T.)	All	All	All
13. Metal Handrail	Lin. Ft.	3,870	3,870
14. Bridge Buildings	All	All	All
15. Electrical and Mechanical Equipment	All	All	All
16. Lighting	All	All	All
17. Construction Walkway	All	All	All
18. Engineer's House	All	All	All
Oregon Slough Bridge:			
1. Shoring, Cribbing, Etc.	All	All	All
2. Structural Excavation	Cu. Yd.	2,600	3,400
3. Excavation Below Elevations Shown	Cu. Yd.	100	100
4. Furnish Timber Piling	Lin. Ft.	18,900	16,900
5. Furnish Treated Timber Piling	Lin. Ft.	7,800	7,800
6. Drive Timber Piling	Each	444	430
7. *Seal Concrete **Tremie Concrete	Cu. Yd.	*1,070	**2,350
8. Class "A" Concrete	Cu. Yd.	4,060	3,350
9. Metal Reinforcement	Lb.	576,000	669,000
10. Structural Steel (800 T.)	All	All	All
11. Metal Handrail	Lin. Ft.	1,150	1,150
12. Electrical Conduit	All	All	All
13. Construction Walkway	All	All	All
14. Roadwork	All	All	All
15. Concrete Slab Riprap	Sq. Yd.	160	160
16. Alterations to Existing Structure	All	All	All

* Conventional Poured-in-place pier construction
** Precast "shell-type" pier construction

Wage Rates:

In accordance with the provisions of Chapter 39.12 of the Revised Washington Statutes, the contracting parties hereto have ascertained the general prevailing rates of wages applicable to the work to be done within the State of Washington to be as follows:

HOURLY MINIMUM WAGE RATE	CLASSIFICATION
	SKILLED LABOR
2.83	Cranes (Locomotive, Whirley, Gantry, Hammerhead)
2.83	Clamshell dredge
2.43	Concrete mixer (1 to 5 bag capacity)
2.58	Concrete mixer (5 bag capacity and over)
2.63	Concrete road paver
2.63	Concrete mixer (dual)
2.28	Concrete batch and wet mix (operator)
2.83	Derrick operator (live boom)
2.48	Hoist, single drum
2.78	Hoist, two or more active drums on hoist
2.68	H.D. mechanic or welder
2.78	Piledriver engineer
2.75	Carpenters (Journeymen)
2.90	Cement Mason
3.07	Ironworker (structural and ornamental)
2.87	Ironworker (reinforcing)
2.85	Pilemen, Bridgemen, Wharfbuilders
	INTERMEDIATE GRADE LABOR
2.38	Air compressor
2.48	Air compressor (over 1,000 c.f. stationary)
2.58	Drills (churn & core drill)
2.38	Finish machine operator
2.28	Firemen, dredge, floating derrick, retort, shovel
2.63	Generator, plant operator (diesel-electric)
2.73	Mixermobile
2.18	Oiler on all equip.
2.20	Side and end dump truck driver (6 yds. and under)
2.25	Side and end dump truck driver (over 6 yds. & incl. 8 yds.)
2.30	Side and end dump truck driver (over 8 yds.& incl.10 yds.)
2.40	Side and end dump truck driver (over 10 yds.& incl.12 yds.)
2.20	Solo flatbed and misc. body trucks (1 ton to & incl.4 tons)
2.20	Solo flatbed and misc. body trucks (over 4 ton & incl. semi-trailer & truck & trailer not to exceed 10 tons)
2.20	Transit mix or wet mix trucks (3 yds. & under)
2.30	Transit mix or wet mix trucks (over 3 yds.)
2.25	Trucks, semi-trailer, and truck & trailer (over 10 tons incl. low bed)
2.20	Tank trucks, 1,600 gallons and under

INTERMEDIATE GRADE LABOR (CONT'D)

2.20	Tank trucks, over 1,600 gallons
2.28	Jackhammer & power tool operator (Incl. chipping guns, paving breakers, vibrator operator - other than paving)
2.28	Ribbon setters(head)
2.18	Vibrator operator (paving only, incl. sidewalks & curbs)
2.38	Wagon drillers
2.85	Piledrivermen riggers, burnerman & welders

UNSKILLED LABOR

2.38	Cement hog
2.23	H.D. Mechanic helper
2.20	Concrete buggies (power operated)
2.20	Truck helper (steady)
2.20	Warehousemen (warehouse parts & tool men)
2.18	Batch weighman, broomers, cement buckers; concrete buggymen, puddlers, rodders, rubbers (not fin.), spreaders; curing, sprayman and joint-dowel-tie bar setters
2.18	Car & truck loaders & road pump tenders
2.18	Flagmen (Traffic)
2.28	Form strippers (swinging stage)

Rates of wages applicable to the work to be done within the State of Oregon shall comply with Oregon laws.

Prequalification of Bidders:

Prequalification of bidders will be required in accordance with the provisions of Oregon Revised Statutes 279.010 to 279.024, inclusive, and Chapter 47.28.070 of the Revised Washington Statutes.

Plans and Specifications:

Full information for bidders may be obtained at the office of the Oregon State Highway Commission, State Highway Building, Salem, Oregon. Plans and specifications may be inspected at the same place and may be obtained by elegible bidders upon payment of $2.00 per set.

Plans and specifications may be inspected at the office of the Associated General Contractors at Portland, Oregon, Seattle, Tacoma and Spokane, Washington, Boise, Idaho, and San Francisco and Los Angeles, California.

The right is reserved to reject any and all proposals or to accept the proposal deemed best for the States of Oregon and Washington.

OREGON STATE HIGHWAY COMMISSION

Ben R. Chandler, Chairman
Chas. H. Reynolds, Commissioner
M. K. McIver, Commissioner

R. H. Baldock
State Highway Engineer

ATTEST:
H. B. Glaisyer
Secretary to Commission (Oregon)

WASHINGTON STATE HIGHWAY COMMISSION

R. A. Moisio, Commissioner
R. E. Hensel, Commissioner
E. C. Huntley, Chairman
H. E. Morgan, Commissioner
Oscar E. Stone, Commissioner

W. A. Bugge
Director of Highways

ATTEST:
Lorentz Goetz
Secretary to Commission (Washington)

WASHINGTON TOLL BRIDGE AUTHORITY

Arthur B. Langlie, Governor and Chairman of Authority
Cliff Yelle, State Auditor
H. D. Van Eaton, Director, Department of General Administration
E. C. Huntley, Chairman, Washington State Highway Commission
Ralph M. Davis, Chairman, Public Service Commission
D. B. Hedges, Secretary of Authority

FORM S-123 3M REVISED 2-55

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COMMISSIONERS
BEN R. CHANDLER, CHAIRMAN
Coos Bay
CHAS. H. REYNOLDS, MEMBER
La Grande
M. K. McIVER, MEMBER
Portland
H. B. GLAISYER
Secretary

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OREGON
STATE HIGHWAY DEPARTMENT
SALEM

February 24, 1956

R. H. BALDOCK
STATE HIGHWAY ENGINEER
W. C. WILLIAMS
1ST ASST. STATE HWY. ENGR.
W. W. STIFFLER
2ND ASST. STATE HWY. ENGR.
C. W. ENFIELD
CHIEF COUNSEL

TO ALL PROSPECTIVE BIDDERS ON THE
INTERSTATE AND OREGON SLOUGH BRIDGE PROJECT
FOR WHICH BIDS WILL BE RECEIVED MARCH 1, 1956

Gentlemen:

Your attention is directed to certain modifications of the plans and special provisions for this project, which will be included in the contract.

CONSTRUCTION WALKWAYS (Page C-17)

Insert the following paragraph after the first paragraph of this article.

"All lumber in the Oregon Slough Bridge construction walkway and in the permanent portions of the Interstate Bridge construction walkway shall be treated."

MACHINERY AND ELECTRICAL EQUIPMENT (Page C-24)

The drum bearing frame detailed on Drawing No. 12376 and billed as "Cast Steel" may be fabricated as a weldment from low alloy structural steel at the option of the contractor.

All welds shall be subject to radiographic inspection by the State.

STRUCTURAL STEEL (Page C-11)

Modifications to Standard Bridge Specifications:

Delete modification "(a)" and substitute the following:

"(a) Delete Article 2.10.32 and substitute the following: All weldment assemblies shall be stress relieved by heat treating in accordance with Article 609-B of the Standard Specifications for Welded Highway and Railway Bridges of the American Welding Society."

Your particular attention is called to the following extract from the "Standard Questionnaire and Financial Statement" used by the Washington State Highway Commission in connection with the prequalification of bidders:

"Joint Ventures:

The bids of Joint Ventures will be accepted if prequalification has been satisfactorily established by one of the two following methods:

1. If the Joint Venture is prequalified as a unit and in the name of the Joint Venture. Under this method one Standard Questionnaire and Financial Statement would be submitted in the name of the Joint Venture, together with such other supporting documents as listed below.

2. If two or more individually prequalified firms desire to bid jointly, there must be filed with the Department of Highways a Joint Venture Agreement together with such other supporting documents as listed below.

Under either method, a photostatic or certified copy of the Joint Venture Agreement must be furnished. It shall contain a provision which will unequivocally bind the parties, jointly and severally, to any joint venture entered into thereunder. It shall also specify the name under which the Joint Venture will operate and the names of those authorized to sign proposals, bonds, contracts, estimates and other documents and/or instruments in connection with Department of Highways' contracts. Since some Joint Ventures may present unique problems, the foregoing will not necessarily be sufficient in all cases.

Members of a Joint Venture will be considered bound to it through the following applicable procedures:

INDIVIDUAL: Signature to the Joint Venture Agreement in the firm name under which he is doing business.

COPARTNERSHIP: The signatures of all partners, general and limited, under the firm name, to the Joint Venture Agreement.

CORPORATION: A certified copy of the resolution of the board of directors authorizing the signatory to enter into a Joint Venture Agreement on behalf of the corporation shall accompany the agreement. If the resolution is made at a special meeting of the board of directors, a certified copy of the notice of the meeting or a waiver thereof shall also be furnished.

If the Joint Venture is prequalified as a unit (covered by Method No. 1), an "Affidavit for Joint Venture," similar in form to those on page 12 of the Standard Questionnaire and Financial Statement but reworded to conform to a joint venture, shall be signed by the duly authorized representatives of each member of the Joint Venture and attached to the questionnaire."

Please bear the above changes in mind in preparing your bid on the project.

Very truly yours,

P. M. Stephenson

P. M. Stephenson
Bridge Engineer

DGD:skt

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February 24, 1956

Mr. William Oldham
Special Agent
Fidelity and Deposit Company
900-1-2-3 Failing Building
Portland 4, Oregon

Dear Mr. Oldham:

We are enclosing twelve of our Washington Toll Bridge Authority Proposal Bond Forms. This is in reply to your request of February 23, 1956.

Respectfully yours,

OREGON STATE HIGHWAY COMMISSION

H. B. Glaisyer,
Secretary

CWL:lt
Enclosure

Fidelity and Deposit Company

HOME OFFICE **OF MARYLAND** BALTIMORE 3

FIDELITY AND SURETY BONDS

BURGLARY AND GLASS INSURANCE

ROBERT B. CUMMING
MANAGER
WILLIAM OLDHAM
S. G. HEFLIN, JR.
SPECIAL AGENTS

900-1-2-3 FAILING BUILDING
PORTLAND 4, ORE.

TELEPHONE
OA 6-0441

February 23, 1956

Oregon State Highway Commission
State of Oregon
Salem, Oregon

Re: Proposal Bond - Oregon State Highway Commission
Washington Toll Bridge Authority

Gentlemen:

Would you please forward approximately 12 of the above captioned form to our office. Sample is attached.

Thank you.

Very truly yours,

William Oldham
William Oldham
Special Agent

js
enc:

REFERRED TO
BY SECRETARY

ab - send Today
Mailed 2/24/56
C.W.H.

RECEIVED
FEB 24 1956
OREGON
STATE HIGHWAY COMMISSION

OREGON STATE HIGHWAY COMMISSION

WASHINGTON TOLL BRIDGE AUTHORITY

PROPOSAL BOND

KNOW ALL MEN BY THESE PRESENTS, That we _____

_____, as principal,

and the _____,

duly organized under the laws of the State of _____,

having its principal place of business at _____,

in the State of _____, and authorized to do business in the State of Oregon and the State of Washington, as surety, are held and firmly bound unto the State of Oregon and the State of Washington in the full and penal sum of five (5) per cent of the total amount of the proposal of said principal for the work hereinafter described, for the payment of which, well and truly to be made, we bind ourselves, our heirs, executors, administrators and assigns, and successors and assigns, firmly by these presents.

The condition of this bond is such that, whereas the principal herein is herewith submitting his or its proposal for the following work, to wit:

_____

_____

_____

_____

said proposal, by reference thereto, being hereby made a part hereof,

NOW, THEREFORE, if the said proposal submitted by the said

principal, and if the said principal shall enter into and execute the said contract and shall furnish bond as required by the State of Oregon and the State of Washington within the time fixed by said states, then this obligation shall be void; otherwise to remain in full force and effect.

Signed and sealed this _____ day of _____

_____

_____
Principal

Countersigned at _____ _____

_____ this _____

_____ day of _____ _____
Surety

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R. A. MOISIO, CHAIRMAN
R. E. HENSEL, MEMBER
BREMERTON
E. C. HUNTLEY, MEMBER
COLFAX
H. E. MORGAN, MEMBER
LONGVIEW
OSCAR E. STONE, MEMBER
SPOKANE

STATE OF WASHINGTON
ARTHUR B. LANGLIE, GOVERNOR

DISTRICT OFFICES
NO. 1 SEATTLE 4
450 SPOKANE ST.
NO. 2 WENATCHEE
P. O. BOX 98
NO. 3 OLYMPIA
P. O. BOX 327
NO. 4 VANCOUVER
4200 MAIN STREET
NO. 5 YAKIMA
P. O. BOX 98
NO. 6 SPOKANE 21
N. 2620 MAYFAIR ST.

WASHINGTON STATE HIGHWAY COMMISSION
DEPARTMENT OF HIGHWAYS

W. A. BUGGE, DIRECTOR

TRANSPORTATION BUILDING
OLYMPIA

February 16, 1956

W. C. WILLIAMS

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Attention: W. C. Williams, Deputy
State Highway Engineer

Columbia River Crossing
Portland-Vancouver Interstate
Bridge

Dear Sir:

Pursuant to previous discussions with you relative to an addendum on the above referenced project to cover corrections in wage rates we are transmitting herewith two copies of those classifications where the effective rates are different than those included in the specifications. Although further revisions are anticipated we would not expect that they could be received in time to incorporate in an addendum, therefore we suggest that you incorporate in the addendum the two paragraphs qualifying our position for any changes in rates. These paragraphs are included with the attached revised rates.

Copy of encls to Stephenson.

Very truly yours,

W. A. BUGGE
Director of Highways

Val G. Rinehart

BY: VAL G. RINEHART
Asst. Engineer, Plans & Contracts

WAB/pd
VGR
Encl
cc: Bugge

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FEB 1[illegible] 1956
OFFICE OF
STATE HIGHWAY ENGINEER

In compliance with the provisions of section 7.02B of the standard specifications, PUBLIC WORKS - WAGES, the hourly minimum wage rates are as follows:

HOURLY MINIMUM WAGE RATE Clark County	CLASSIFICATION
	SKILLED LABOR
$3.00	Cranes, (Locomotive, Whirley, Gantry, Hammerhead)
3.00	Clamshell dredge
2.58	Concrete mixer (1 to 5 bag capacity)
2.74	Concrete mixer (5 bag capacity and over)
2.78	Concrete road paver
2.78	Concrete mixer (dual)
2.42	Concrete batch and wet mix (operator)
3.00	Derrick operator (live boom)
2.62	Hoist, single drum
2.94	Hoist, two or more active drums on hoist
2.84	H. D. mechanic or welder
2.94	Piledriver engineer
2.80	Carpenters (Journeymen)
2.90	Cement Mason
3.07	Ironworker (structural and ornamental)
2.87	Ironworker (reinforcing)
~~2.85~~ 2.90	Pilemen, Bridgemen, Wharfbuilders
	INTERMEDIATE GRADE LABOR
2.52	Air compressor
2.62	Air compressor (over 1,000 c.f. stationary)
2.74	Drills (churn & core drill)
2.52	Finish machine operator
2.42	Firemen, dredge, floating derrick, retort, shovel
2.78	Generator, plant operator (diesel-electric)
2.90	Mixermobile
2.32	Oiler on crane, dragline, shovel
2.20	Side and end dump truck driver (6 yds. and under)
2.25	Side and end dump truck driver (over 6 yds. & incl. 8 yds.)
2.30	Side and end dump truck driver (over 8 yds. & incl. 10 yds.)
2.40	Side and end dump truck driver (over 10 yds. & incl. 12 yds.)
2.20	Solo flatbed and misc. body trucks (1 ton to & incl. 4 tons)
2.20	Solo flatbed and misc. body trucks (over 4 ton & incl. semi-trailer & truck & trailer not to exceed 10 tons)
2.20	Transit mix or wet mix trucks (3 yds. & under)
2.30	Transit mix or wet mix trucks (over 3 yds.)
2.25	Trucks, semi-trailer, and truck & trailer (over 10 tons incl. low bed)
2.20	Tank trucks, 1,600 gallons and under

Columbia River Crossing
Portland-Vancouver
Interstate Bridge
Rev. ~~Feb. 15~~, 1956
Feb. 16

In compliance with the provisions of section 7.02B of the standard specifications, PUBLIC WORKS - WAGES, the hourly minimum wage rates are as follows:

HOURLY MINIMUM WAGE RATE Clark County	CLASSIFICATION
	SKILLED LABOR
$3.00	Cranes, (Locomotive, Whirley, Gantry, Hammerhead)
3.00	Clamshell dredge
2.58	Concrete mixer (1 to 5 bag capacity)
2.74	Concrete mixer (5 bag capacity and over)
2.78	Concrete road paver
2.78	Concrete mixer (dual)
2.42	Concrete batch and wet mix (operator)
3.00	Derrick operator (live boom)
2.62	Hoist, single drum
2.94	Hoist, two or more active drums on hoist
2.84	H. D. mechanic or welder
2.94	Piledriver engineer
2.80	Carpenters (Journeymen)
2.90	Cement Mason
3.07	Ironworker (structural and ornamental)
2.87	Ironworker (reinforcing)
~~2.85~~ 2.90	Pilemen, Bridgemen, Wharfbuilders
	INTERMEDIATE GRADE LABOR
2.52	Air compressor
2.62	Air compressor (over 1,000 c.f. stationary)
2.74	Drills (churn & core drill)
2.52	Finish machine operator
2.42	Firemen, dredge, floating derrick, retort, shovel
2.78	Generator, plant operator (diesel-electric)
2.90	Mixermobile
2.32	Oiler on crane, dragline, shovel
2.20	Side and end dump truck driver (6 yds. and under)
2.25	Side and end dump truck driver (over 6 yds. & incl. 8 yds.)
2.30	Side and end dump truck driver (over 8 yds. & incl. 10 yds.)
2.40	Side and end dump truck driver (over 10 yds. & incl. 12 yds.)
2.20	Solo flatbed and misc. body trucks (1 ton to & incl. 4 tons)
2.20	Solo flatbed and misc. body trucks (over 4 ton & incl. semi-trailer & truck & trailer not to exceed 10 tons)
2.20	Transit mix or wet mix trucks (3 yds. & under)
2.30	Transit mix or wet mix trucks (over 3 yds.)
2.25	Trucks, semi-trailer, and truck & trailer (over 10 tons incl. low bed)
2.20	Tank trucks, 1,600 gallons and under

HOURLY MINIMUM WAGE RATE Clark County	CLASSIFICATION
	INTERMEDIATE GRADE LABOR (Con't.)
$2.20	Tank trucks, over 1,600 gallons
2.45	Jackhammer & power tool operator (Incl. chipping guns, paving breakers, vibrator operator - other than paving)
2.45	Ribbon setters (head)
2.30	Vibrator operator (paving only, incl. sidewalks & curbs)
2.60	Drills (more than 350 c.f. of air)
~~2.85~~ 2.90	Piledrivermen, riggers, Burnerman & welders
	UNSKILLED LABOR
2.52	Cement hog
2.36	H. D. Mechanic helper
2.20	Concrete buggies (power operated)
2.20	Truck helper (steady)
2.20	Warehousemen (warehouse parts & tool men)
2.30	Batch weighman, broomers, cement buckers; concrete buggymen, puddlers, rodders, rubbers (not fin.), spreaders; curing, sprayman and joint-dowel-tie bar setters
2.30	Car & truck loaders & road pump tenders
2.30	Flagmen (Traffic)
2.45	Form strippers (swinging stage)

WAGE RATES

In compliance with the provisions of section 7.02B of the standard specifications, a list of hourly minimum wage rates is incorporated in and made a part of these specifications.

The Contractor is not entitled to assume that labor can be procured for the minimum wage set forth. It is the entire responsibility of the Contractor to ascertain for himself the actual wages he must pay to secure labor. The rates set forth are minimum only, below which he cannot pay, but do not in any manner constitute a representation that labor can be procured for said minimum.

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Class of Service
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(11)

WESTERN UNION
TELEGRAM

W. P. MARSHALL, PRESIDENT

1201

SYMBOLS
DL = Day Letter
NL = Night Letter
LT = International Letter Telegram

The filing time shown in the date line on domestic telegrams is STANDARD TIME at point of origin. Time of receipt is STANDARD TIME at point of destination

PRA100

PR OLA033 PD=WUX OLYMPIA WASH 16 11AMP=
W C WILLIAMS=ASSISTANT STATE HIGHWAY
ENGINEER SALEM ORG=
WAGE RATE ON INTERSTATE BRIDGE WILL BE MAIDLED TODAY
SORRY FOR DELAY=
VAL G RINEHART ASSISTANT ENGINEER PLANS
AND CONTRACTS=

FEB 16 AM 11 23

NOTED
W. C. WILLIAMS

THE COMPANY WILL APPRECIATE SUGGESTIONS FROM ITS PATRONS CONCERNING ITS SERVICE

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COMMISSIONERS
BEN R. CHANDLER, CHAIRMAN
COOS BAY
CHAS. H. REYNOLDS, MEMBER
LA GRANDE
M. K. McIVER, MEMBER
PORTLAND
H. B. GLAISYER
SECRETARY
7971
4653

OREGON
STATE HIGHWAY DEPARTMENT
SALEM

R. H. BALDOCK
STATE HIGHWAY ENGINEER
W. C. WILLIAMS
1ST ASST. STATE HWY. ENGR.
W. W. STIFFLER
2ND ASST. STATE HWY. ENGR.
C. W. ENFIELD
CHIEF COUNSEL

February 15, 1956

Black & Apicella
Attorneys at Law
Selling Building
Portland 5, Oregon

Attention: Mr. Apicella

Gentlemen:

In your letter of February 6, 1956, written on behalf of your client, the Permanente Cement Company, you refer to ORS 279.038 and its effect on a possible sale of cement by your client to the Tru-Mix Concrete Company of Portland, Oregon, if the Tru-Mix Company used the cement in making premixed concrete to be sold to the contractor who is awarded the contract to construct the new Portland-Vancouver Interstate Bridge.

You attached a memorandum to your letter presenting the position that premixing concrete is a manufacturing process, and you posed a question as to the position of the State Highway Department if objections are raised to the use of Oregon-mixed concrete containing California-produced cement in the construction of said Interstate Bridge. You based the posed question on the assumption that the prices quoted for the California and Oregon produced cement are the same.

The question posed is general in nature and is based on future evidence which may or may not occur. Consequently, this letter discusses the general question and does not purport to consider whatever sale of cement your client may have made or contemplates making to Oregon concerns. In the event specific problems arise, after we have all of the facts involved we will be in a better position to answer such specific questions.

Although there is support for an argument to the contrary, it is the conclusion of this office that concrete manufactured in Oregon by an Oregon concern for sale to a contractor on a state highway project is an Oregon-manufactured product even though certain ingredients used in the concrete are produced in California; and, therefore, in so far as the provisions of ORS 279.038 are concerned, such concrete is on an

NOTED
G. S. PAXSON

RECEIVED
FEB 16 1956
OFFICE OF
STATE HIGHWAY ENGINEER

equal status with similarly manufactured concrete containing only Oregon-produced ingredients.

Very truly yours,

C. W. ENFIELD
Chief Counsel

By
ROBERT L. MAY, JR.
Assistant Counsel

RLM/mlk
cc: Mr. G. S. Paxson
Mr. P. M. Stephenson

RECEIVED
FEB 16 1956
FOR FILING
7971
4653

February 15, 1956

Dwyer Lumber Company
6637 S. E. 100th
Portland, Oregon

Attn: Mr. Urbach

Gentlemen:

As requested by telephone this morning we have attached a list of contractors who hold bidding proposals as of this date for the Interstate Bridge between Portland and Vancouver on which bids are to be received March 1.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

FAQ:eu
enc.

RECEIVED
FEB 29 1956
FOR FILING

7971
FORM 8310—SOH—2-56—83966
4653

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

February 14, 1956
Salem, Oregon

SUBJECT: Right of way costs for new Interstate bridge--Multnomah County

To: Mr. G. S. Paxson
Assistant State Highway Engineer
O F F I C E

L

It is our estimate that the right of way costs for this project should not exceed $300,000.

As the percentage of condemnation is somewhat high on this job, we have made a liberal allowance to allow for unforeseen contingencies.

R. L. Porter
Right of Way Engineer

RLP:smj

cc. P. M. Stephenson

NOTED
G. S. PAXSON

RECEIVED
FEB 1 [illegible] 1956
OFFICE OF
[illegible] ENGINEER

RECEIVED
FEB 22 1956
FOR FILING
7977
4653

RAND McNALLY & COMPANY

PRINTERS • PUBLISHERS
575 MISSION ST., SAN FRANCISCO 5, CALIF.

Telephone DOuglas 2-4834

February 14, 1956
"Our 100th Year"

Mr. H. S. Paxton
Assistant State Highway Engineer
Oregon State Highway Department
Salem, Oregon

Dear Mr. Paxton:

Thank you for your information on the new bridge across the Columbia River between Portland and Vancouver.

Your reply is exactly what we wanted.

It has been a pleasure to receive your help and we sincerely appreciate your prompt reply.

Very truly yours,

RAND McNALLY & COMPANY

John F. Stewart

John F. Stewart
Cartographic Department

JFS:pp

RECEIVED
FEB 17 1956
STATE HIGHWAY ENGINEER

NOTED
G. S. PAXSON

RECEIVED
FEB 11 1956
FOR FILING

February 10, 1956

Mr. John F. Stewart
Cartographic Department
Rand McNally & Company
575 Mission Street
San Francisco 5, California

Dear Mr. Stewart:

I am enclosing herewith a print from the layout sheet for the new bridge across the Columbia River between Portland and Vancouver. This shows the relationship between the new bridge and the existing bridge. The new bridge is to be used for three lanes southbound and the existing bridge for three lanes northbound.

We have advertised for bids on the new bridge and will receive the bids on March 1 of this year. It will be approximately 30 days before the bonds are sold and the contract awarded. Construction work will probably not start until at least the middle of April. Our contract calls for the opening of the bridge to traffic on June 30, 1958. When the new bridge is opened to traffic, the existing bridge will be closed for approximately a year while revisions to the grade line and span lengths, to make them correspond to those of the new structure, are made.

Toll charges will not be imposed until the existing bridge is reconstructed and opened to traffic. The toll schedule has not, as yet, been fixed, but it probably will be about 20 cents per passenger vehicle and 50 and 75 cents for trucks.

I believe this will give you the information you request.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

G. S. Paxson
Assistant State Highway Engineer

GSP:gm
Encl.

RAND McNALLY & COMPANY

PRINTERS PUBLISHERS

575 MISSION STREET
SAN FRANCISCO 5

TELEPHONE
DOUGLAS 2-4834

February 7, 1956
"Our 100th Year"

Oregon State Highway Department
Salem, Oregon

Att: Mr. G.S. Paxton
Asst. State Highway Engineer

Dear Sir:

We understand a new interstate bridge will be constructed parallel to the existing interstate structure.

We would like all available details, such as; date of construction start, approximate date bridge will be open to traffic, toll charges, if any, a drawing or drawings indicating alignment to existing structure and details of on - off ramps or traffic interchange as it affects feeder streets.

May we hear from you as soon as possible.

Very truly yours,

RAND MCNALLY & COMPANY

John F. Stewart

John F. Stewart
Cartographic Department

JFS/mo
airmail

RECEIVED
FEB 10 1956
OREGON
STATE HIGHWAY COMMISSION

NOTED
G. S. PAXSON

JOINT VENTURE AGREEMENT

BEN C. GERWICK, INC. and
M & K CORPORATION - Interstate Bridge
and Oregon Slough Bridge

WAIVER OF NOTICE OF SPECIAL MEETING
OF THE BOARD OF DIRECTORS OF
M & K CORPORATION

We, the undersigned, being all of the directors of M & K CORPORATION, a Nevada corporation, do hereby waive notice of the time, place and purpose of a special meeting of the Board of Directors.

We designate the 10th day of February, 1956, at 10:00 o'clock A.M., as the time, and the office of the corporation at 405 Montgomery Street, San Francisco, California, as the place, of said meeting and do hereby consent to the holding of said meeting and the transaction thereat of any and all business which may come before said meeting.

DATED: February 10, 1956.

B. F. MODGLIN

MARGARET ANN MODGLIN

W. E. GAFFNEY

MINUTES OF SPECIAL MEETING OF

THE BOARD OF DIRECTORS

OF

M & K CORPORATION

A special meeting of the Board of Directors of the M & K Corporation, a Nevada corporation, was held at the office of the corporation, 405 Montgomery Street, San Francisco, California, at 10:00 o'clock A.M. on the 10th day of February, 1956, pursuant to waiver of notice of said meeting signed by all the directors of the corporation, which waiver is appended to the minutes of this meeting:

The following directors were present:

B. F. Modglin
W. E. Gaffney

The following director was absent:

Margaret Ann Modglin

Others present:

Herbert A. Kaase

B. F. Modglin, President of the corporation, presided over the meeting, and Mr. Kaase acted as secretary of the meeting.

After the reading of the minutes of the previous meeting was waived the President stated that it was necessary for the Board of Directors to take certain action with respect to a resolution to be adopted in connection with a Joint Venture Agreement entered into by and between the M & K Corporation and Ben C.

Gerwick, Inc. for the express purpose of submitting a proposal to the Oregon State Highway Commission and Washington State Highway Commission, Department of Highways.

WHEREUPON, after full discussion and upon motion duly made and seconded, the following resolution was unanimously adopted:

> RESOLVED, that B. F. Modglin acting for and in behalf of the M & K Corporation, be and hereby is authorized to enter into a Joint Venture Agreement with Ben C. Gerwick, Inc. for construction work to be performed on the Pacific Highway in the vicinity of Portland, Multnomah County, Oregon and Vancouver, Clark County, Washington, more specifically described as the new Interstate Bridge over Columbia River and Oregon Slough Bridge.

There being no further business to come before the meeting, upon motion duly made, seconded and carried, the meeting was adjourned.

H A Kaase
Secretary of the Meeting

I, Herbert A. Kaase, Assistant Secretary of the M & K Corporation, do hereby certify that the foregoing resolution was duly adopted at a Special Meeting of the Board of Directors of the M & K Corporation held at 10:00 o'clock, February 10, 1956 and that said resolution has been spread on the minutes of the corporation and has not been rescinded, canceled or annuled.

H A Kaase
Herbert A. Kaase

WAIVER OF NOTICE OF SPECIAL MEETING

OF THE BOARD OF DIRECTORS OF

BEN C. GERWICK, INC.

We, the undersigned, being the majority of the directors of BEN C. GERWICK, INC., a California corporation, do hereby waive notice of the time, place and purpose of a special meeting of the Board of Directors.

We designate the 10th day of February, 1956, at 10:00 o'clock A.M., as the time, and the office of the corporation at 112 Market Street, San Francisco, California, as the place, of said meeting and do hereby consent to the holding of said meeting and the transaction thereat of any and all business which may come before said meeting.

DATED: February 10, 1956.

Ben C. Gerwick

Ben C. Gerwick, Jr.

CERTIFIED COPY OF RESOLUTION

RESOLVED, that Ben C. Gerwick, Jr. acting for in behalf of the BEN C. GERWICK, INC. Corporation, be and hereby is authorized to enter into a Joint Venture Agreement with M & K Corporation for construction work to be performed on the Pacific Highway in the vicinity of Portland, Multnomah County, Oregon and Vancouver, Clark County, Washington, more specifically described as the new Interstate Bridge over Columbia River and Oregon Slough Bridge.

V. Rowley
Assistant Secretary

I, V. Rowley, Assistant Secretary of the BEN C. GERWICK, INC. Corporation, do hereby certify that the foregoing resolution was duly adopted at a Special Meeting of the Board of Directors of the BEN C. GERWICK, INC. Corporation held at 10:00 o'clock, A.M., February 10, 1956 and that said resolution has been spread on the minutes of the corporation and has not been rescinded, canceled or annuled.

V. Rowley
V. Rowley

JOINT VENTURE AGREEMENT

THIS JOINT VENTURE AGREEMENT, made and entered into this 10th day of February, 1956, by and between Ben C. Gerwick, Inc., a California corporation, and M & K Corporation, a Nevada corporation,

W I T N E S S E T H:

WHEREAS, The Oregon State Highway Commission and Washington State Highway Commission have jointly issued an invitation for proposals to be received by the State Highway Commission of the State of Oregon at the Imperial Hotel, Portland, Oregon at 9:00 A.M., Thursday, March 1, 1956, for construction work on the Pacific Highway in the vicinity of Portland, Multnomah County, Oregon and Vancouver, Clark County, Washington, more specifically described as the new Interstate Bridge over the Columbia River and Oregon Slough Bridge: and

WHEREAS, the parties hereto desire to associate themselves together as joint venturers for the purpose of submitting one joint proposal for the performance of said construction work; and

WHEREAS, the parties hereto desire to reach an understanding with reference to the submission of said joint proposal and their intention and understanding regarding their rights, duties and obligation in the event that said joint proposal is accepted,

NOW, THEREFORE, IT IS AGREED AS FOLLOWS:

(1) The parties hereto do associate themselves together as joint venturers for the purpose of constructing for the State Highway Commission of the State of Oregon and the Highway Commission, Department of Highways, State of Washington, the new Interstate Bridge over the Columbia River and Oregon Slough Bridge.

(2) It is agreed that the interest of the parties in and to the work to be done under said contract and in and to any and all property and equipment acquired in connection with the performance of the work to be done under said contract, and in and to any monies which may be derived from the performance of work to be done under said contract, and the liabilities and obligations of each of the parties in connection with the work to be done under said contract is that percentage of the whole thereof set opposite the name as follows:

Ben C. Gerwick, Inc. 50%

M & K Corporation 50%

(3) All necessary working capital when and as required, for the prosecution of the work to be performed under said contract shall be furnished by the parties hereto in accordance with their respective interests in such work as set forth in Paragraph (2) hereof.

(4) All net proceeds represented by cash, equipment, receivables, claims of every kind or nature, or other property derived from the performance of the work to be performed under said contract, and any and all losses which may result from the performance of said work shall be shared by the parties hereto equally in accordance

(5) The parties hereto further agree that all financial obligations assumed by them, or any of them, for the benefit of the work to be performed under said construction contract, or any supplement thereto, or any change order or extra work order issued in connection therewith, and all other obligation and liabilities of any kind and character which are assumed or undertaken by the parties hereto, or any of them, in connection with and for the

benefit of the work to be performed under said construction contract shall be shared by the parties hereto in accordance with their respective interests in the work to be performed under said contract as set forth in Paragraph (2) hereof.

(6) It is agreed that Ben C. Gerwick, Inc. shall be the sponsor of the joint venture and shall be in complete charge of construction activities carried on in performing the construction contract. The management and administration of the business affairs of the joint venture, including purchases, contracts, employment and personnel and other general business of the joint venture shall be performed by the said sponsor.

(7) No party hereto shall sell, assign, or in any manner transfer its interest, or any part thereof, in this joint venture without first obtaining the written consent of all the other parties hereto.

(8) No party hereto shall make any charges against the work of this joint venture for any ordinary overhead expenses of any of the parties hereto or for them which may be expended in connection with the work or the affairs of this joint venture by any of the parties hereto or their officers or employees except such officers or employees asmay be employed by this joint venture in the actual performance of said construction contract.

(9) In the event of the bankruptcy, insolvency or involuntary dissolution of any party hereto, such party shall cease to be a member of this joint venture, and in such event the remaining party hereto shall proceed to carry on the business of the joint venture and shall perform the obligations of any bankrupt, insolvent or dissolved party. Upon the final completion or sooner termination of the construction contract, the trustee, receiver,

or other representative of any such bankrupt, insolvent or dissolved party shall be entitled to receive all capital paid into this joint venture by any such party, plus the share of such party in all profits accrued to the time of bankruptcy or dissolution less the proportionate share of such party in all costs, expenses and losses accrued to such time.

(10) There shall be kept books of account for this joint venture which shall show all payments on account of capital or otherwise made by any of the parties hereto, all costs incurred in connection with the performance of the construction contract, and all monies received thereunder, and all other items necessary properly to show the profit or loss of this joint venture.

Upon the final completion or sooner terminatkon of the construction contract, there shall be an accounting between all of the parties hereto and the net profits received from the performance of the construction contract shall be divided and paid out to the parties hereto in accordance with their respective interests in the work to be performed under said construction contract as set forth in Paragraph (2) hereof. Upon such division and paying of profits, the capital contributions of each of the parties hereto, made as provided in Paragraph (2) hereof, shall be returned to them. In the event a loss is incurred in the performance of the construction contract, each of the parties hereto shall, upon the accounting herein provided for being made, pay to the joint venture any amount necessary to result in each of the parties hereto bearing its proportionate share of such loss in accordance with their respective interests in the work to be performed under said construction contract as set forth in Paragraph (2) hereof.

, (11) Each of the parties hereto shall, with proper regard to their other present obligations, make available to this joint venture such part of their organizations, equipment, tools, machinery, facilities and personnel as may be necessary in furtherance of the prompt and efficient performance of the construction contract. The compensation to be paid by the joint venture for the use of such equipment, tools or machinery shall be generally determined by reference to the rates and schedules promulgated and adopted by the Associated General Contractors of America or in accordance with the rates agreed to by the participants hereto to reflect the actual costs incurred by the owner.

(12) It is specifically understood and agreed by the parties hereto that the joint venture extends only to the performance of the work to be done under the agreement with the State Highway Commission of the State of Oregon and the Highway Commission, Department of Highways, State of Washington for the construction of the new Interstate Bridge over the Columbia River and Oregon Slough Bridge, and shall not extend to any other work and shall terminate upon the completion or sooner termination of said construction contract and the accounting and discharge of the obligation of the parties hereto, one to the other, and hereinabove provided.

SERVICE LINE FORM 606

(13) This agreement shall inure to the benefit of and be binding upon the parties hereto, their successors, trustees and assigns, but shall not inure to the benefit of any other person, firm or corporation.

IN WITNESS WHEREOF, the parties hereto have executed this joint venture agreement the day and year first above written.

BEN C. GERWICK, INC.

By _____
President

By _____
Asst Secretary

M & K CORPORATION

By _____
President

By _____
Secretary

RECEIVED
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FOR FILING
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4653

February 7, 1956

Washington State Highway Commission
Transportation Building
Olympia, Washington

Attention: Mr. William A. Bugge
Director of Highways

Gentlemen:

In conformity with arrangements previously made among the Washington State Highway Commission, Washington Toll Bridge Authority, and the Oregon State Highway Commission, the Oregon State Highway Commission has issued a call for bids for construction of a second bridge across the Columbia River between Portland, Oregon and Vancouver, Washington, bids to be opened at the Imperial Hotel, Portland, Oregon at 9:00 a.m. Thursday, March 1, 1956. I enclose a copy of the "Notice to Contractors" that has been published in newspapers and trade magazines and which has been sent to contractors concerning this letting.

The opening of bids for this project will be the first order of business of the Oregon Highway Commission on the stated day. Immediately following the opening the bids will be referred to the engineers for tabulation, and it is expected that announcement of the successful bidder will be made in the afternoon of the same day.

I have been instructed by the members of this Commission to inform you of the proposed procedure and to ask you to be present sometime during the afternoon session for a discussion of matters pertaining to the award of the contract. The suggestion has been made that such conference be held in the Imperial Hotel, Portland at 3:00 p.m. on that day. Attending also will be representatives of the Washington Toll Bridge Authority, so mutual agreement among all parties concerned may be reached before public announcement is made with respect to the bids that are received.

Washington State Highway Commission February 7, 1956

Will you kindly advise me whether or not it will be convenient for you to meet with the members of the Oregon State Highway Commission at the time mentioned above. This meeting of the Commission as stated will be held in the Imperial Hotel, Portland. The meeting room is what is known as the Queens Room in the basement of the hotel. In the event that the hour of 3:00 p.m. is not satisfactory, I am sure that it will be satisfactory to change the time to meet your convenience.

Thanking you kindly for your reply, I remain

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

HBG:blm
Encl.

February 7, 1956

Washington Toll Bridge Authority
Transportation Building
Olympia, Washington

Attention: Mr. D. B. Hedges
Executive Secretary

Gentlemen:

In conformity with arrangements previously made among the Washington State Highway Commission, Washington Toll Bridge Authority, and the Oregon State Highway Commission, the Oregon State Highway Commission has issued a call for bids for construction of a second bridge across the Columbia River between Portland, Oregon and Vancouver, Washington, bids to be opened at the Imperial Hotel, Portland, Oregon at 9:00 a.m. Thursday, March 1, 1956. Enclose a copy of the "Notice to Contractors" that has been published in newspapers and trade magazines and which has been sent to contractors concerning this letting.

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Thanking you kindly for your reply, I remain

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

HBG:blm
Encl.

RECEIVED
FEB 2 1956
FOR FILING
7971
4653

February 1, 1956

Cleveland Wrecking Company
1400 Harrison Avenue
Cincinnati 14, Ohio

Attention: Mr. S. Sidney Pranikoff
Chief Engineer

Gentlemen:

Re: Columbia River Interstate Bridge

This project was advertised on January 13 for the opening of bids on March 1. I will not know until that time who will be the low bidder.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

G. S. Paxson
Assistant State Highway Engineer

GSP:gm

"COAST TO COAST"
CLEVELAND
WRECKING COMPANY

DEMOLITION CONTRACTORS

EXECUTIVE OFFICES: 1400 HARRISON AVE.
CINCINNATI 14, OHIO
PHONE: WABASH 1-1160

January 20, 1956

Oregon State Highway Department
Salem
Oregon

Attention: Mr. G. S. Paxson

Gentlemen:

Thank you for your letter of January third with reference to the new bridge across the Columbia River. You mentioned that the general contractor will be responsible for removing two spans of the existing bridge, and I am wondering if he is going to perform this work himself or sublet the removal work.

Would you please advise us as to who has the general contract and whether or not you know if they plan to do the work themselves.

Very truly yours,

CLEVELAND WRECKING COMPANY

S. Sidney Pranikoff
Chief Engineer

SSP:BR

RECEIVED
JAN 23 1956
STATE HIGHWAY COMMISSION
NOTED

"COAST TO COAST"
CLEVELAND
WRECKING COMPANY

DEMOLITION CONTRACTORS

EXECUTIVE OFFICES: 1400 HARRISON AVE.
CINCINNATI 14, OHIO
PHONE: WABASH 1-1160

January 20, 1956

Oregon State Highway Department
Salem
Oregon

Attention: Mr. G. S. Paxson

Gentlemen:

Thank you for your letter of January third with reference to the new bridge across the Columbia River. You mentioned that the general contractor will be responsible for removing two spans of the existing bridge, and I am wondering if he is going to perform this work himself or sublet the removal work.

Would you please advise us as to who has the general contract and whether or not you know if they plan to do the work themselves.

Very truly yours,

CLEVELAND WRECKING COMPANY

S. Sidney Pranikoff
Chief Engineer

SSP:BR

RECEIVED
JAN 23 1956
STATE HIGHWAY COMMISSION
ANSWERED

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JAN 31 1956
FOR FILING
7171
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Daily CONSTRUCTION Service

PUBLISHED IN
SAN FRANCISCO AND LOS ANGELES

WADE PUBLISHING CO.
TELEPHONE GARFIELD 1-8088
TELETYPE S. F. 245

9 MAIN STREET
SAN FRANCISCO 19, CALIF.

JANUARY 25, 1956

MR. H. B. GLAISYER, SECRETARY,
OREGON STATE HIGHWAY DEPARTMENT,
SALEM, OREGON,

NOTED
H. B. GLAISYER

DEAR MR. GLAISYER:

THIS WILL ACKNOWLEDGE AND THANK YOU FOR YOUR LETTER OF JANUARY 23, AUTHORIZING US TO RUN THE OFFICIAL LEGAL NOTICE ON THE INTERSTATE BRIDGE BETWEEN PORTLAND, OREGON AND VANCOUVER, WASHINGTON. THIS WILL APPEAR IN OUR ISSUE OF TODAY, JANUARY 25, AND COPY WILL BE FORWARDED UNDER SEPARATE COVER AFTER THE ISSUE IS COMPLETED.

NOTED
FLOYD QUERY

THE INVOICE WILL BE SENT IN TRIPLICATE, WITH TEAR SHEETS ATTACHED IN DUE COURSE.

WE THANK YOU FOR THIS OFFICIAL AD AND FEEL CONFIDENT IT WILL PRODUCE SOME ADDITIONAL COMPETITIVE BIDS FOR YOU.

YOURS VERY SINCERELY,

DAILY CONSTRUCTION SERVICE

H. W. Pyeritz

MANAGER

HWPYERITZ/BS

REFERRED TO
BY SECRETARY

RECEIVED
JAN 24 1956
FOR FILING

January 23, 1956

Daily Construction Service
9 Main Street
San Francisco 19, California

Attention: Mr. H. W. Pyorits
Manager

Gentlemen:

This is in reply to your letter of January 16 concerning the Interstate Bridge between Portland, Oregon, and Vancouver, Washington, on which bids are to be received March 1.

Please run the attached notice as a paid legal advertisement in the first issue of your paper, "Daily Construction Service", after receipt of this letter.

We shall be pleased to honor your invoice for this service. The invoice should be presented in triplicate, with a tear sheet for the publication.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

FAQ:fp
Enc.
cc Mr. Lowell Shinn (Charge 5001-900)

~~OREGON STATE HIGHWAY COMMISSION~~

NOTICE TO CONTRACTORS

INTERSTATE BRIDGE

Time and Place of Receiving Bids:

Sealed bids for the work described below will be received by the State Highway Commission of the State of Oregon at the Imperial Hotel, Portland, Oregon, at 9:00 a.m., Thursday, March 1, 1956.

Type of Project:

This is a cooperative project to be financed and built under a tri-party agreement between the States of Oregon and Washington, acting through their respective State Highway Commissions, and the Washington Toll Bridge Authority. By authority of this agreement, all matters pertaining to furnishing plans and specifications to bidders and receipt of proposals are being handled by the State Highway Commission of the State of Oregon, address: State Highway Building, Salem, Oregon.

Description of Work:

The work for which bids are to be received consists of the following work on the Pacific Highway in the vicinity of Portland, Multnomah County, Oregon, and Vancouver, Clark County, Washington.

1. New Interstate Bridge over Columbia River - Construct a reinforced concrete and structural steel bridge 3,531'-5 7/8" in length with a 40-foot roadway and one 5-foot sidewalk. Principal work consists of construction of 11 main river piers, 1-531', 7-265' and 2-272' steel thru truss spans and 1-278' vertical lift span, and a 318' RC viaduct.

2. Oregon Slough Bridge - Alter the existing structures over Oregon Slough and Swift Road and widen these structures to accommodate two additional lanes of traffic. Principal work consists of construction of a widened portion of Oregon Slough Bridge, 1,294'-7" in length with a 38-foot roadway, and one 6-foot sidewalk and an approach ramp 133 feet in length with a 26-foot roadway.

3. Performance of miscellaneous and incidental work as required by the plans and specifications.

Quantities:

The work involves the following approximate quantities:

Item	Unit	* Alternate "A"	** Alternate "B"
Interstate Bridge:			
1. Shoring, Cribbing, Etc.	All	All	All
2. Structural Excavation	Cu. Yd.	15,500	20,500
3. Excavation Below Elevations Shown	Cu. Yd.	500	500
4. Furnish Timber Piling	Lin. Ft.	87,700	92,000
5. Furnish Treated Timber Piling	Lin. Ft.	4,200	4,200
6. Furnish Cast-in-Place Concrete Piling	Lin. Ft.	1,300	1,300
7. Drive Timber Piling	Each	1,493	1,699
8. Drive Cast-in-Place Concrete Piling	Each	21	21
9. Seal Concrete	Cu. Yd.	6,700	13,000
10. Class "A" Concrete	Cu. Yd.	14,300	10,500
11. Metal Reinforcement	Lb.	1,600,000	1,700,000
12. Structural Steel (4,700 T.)	All	All	All
13. Metal Handrail	Lin. Ft.	3,870	3,870
14. Bridge Buildings	All	All	All
15. Electrical and Mechanical Equipment	All	All	All
16. Lighting	All	All	All
17. Construction Walkway	All	All	All
18. Engineer's House	All	All	All
Oregon Slough Bridge:			
1. Shoring, Cribbing, Etc.	All	All	All
2. Structural Excavation	Cu. Yd.	2,600	3,400
3. Excavation Below Elevations Shown	Cu. Yd.	100	100
4. Furnish Timber Piling	Lin. Ft.	18,900	16,900
5. Furnish Treated Timber Piling	Lin. Ft.	7,800	7,800
6. Drive Timber Piling	Each	444	430
7. *Seal Concrete **Tremie Concrete	Cu. Yd.	*1,070	**2,350
8. Class "A" Concrete	Cu. Yd.	4,060	3,350
9. Metal Reinforcement	Lb.	576,000	669,000
10. Structural Steel (800 T.)	All	All	All
11. Metal Handrail	Lin. Ft.	1,150	1,150
12. Electrical Conduit	All	All	All
13. Construction Walkway	All	All	All
14. Roadwork	All	All	All
15. Concrete Slab Riprap	Sq. Yd.	160	160
16. Alterations to Existing Structure	All	All	All

* Conventional Poured-in-place pier construction
** Precast "shell-type" pier construction

Wage Rates:

In accordance with the provisions of Chapter 39.12 of the Revised Washington Statutes, the contracting parties hereto have ascertained the general prevailing rates of wages applicable to the work to be done within the State of Washington to be as follows:

HOURLY MINIMUM WAGE RATE	CLASSIFICATION
	SKILLED LABOR
2.83	Cranes (Locomotive, Whirley, Gantry, Hammerhead)
2.83	Clamshell dredge
2.43	Concrete mixer (1 to 5 bag capacity)
2.58	Concrete mixer (5 bag capacity and over)
2.63	Concrete road paver
2.63	Concrete mixer (dual)
2.28	Concrete batch and wet mix (operator)
2.83	Derrick operator (live boom)
2.48	Hoist, single drum
2.78	Hoist, two or more active drums on hoist
2.68	H.D. mechanic or welder
2.78	Piledriver engineer
2.75	Carpenters (Journeymen)
2.90	Cement Mason
3.07	Ironworker (structural and ornamental)
2.87	Ironworker (reinforcing)
2.85	Pilemen, Bridgemen, Wharfbuilders
	INTERMEDIATE GRADE LABOR
2.38	Air compressor
2.48	Air compressor (over 1,000 c.f. stationary)
2.58	Drills (churn & core drill)
2.38	Finish machine operator
2.28	Firemen, dredge, floating derrick, retort, shovel
2.63	Generator, plant operator (diesel-electric)
2.73	Mixermobile
2.18	Oiler on all equip.
2.20	Side and end dump truck driver (6 yds. and under)
2.25	Side and end dump truck driver (over 6 yds. & incl. 8 yds.)
2.30	Side and end dump truck driver (over 8 yds.& incl.10 yds.)
2.40	Side and end dump truck driver (over 10 yds.& incl.12 yds.)
2.20	Solo flatbed and misc. body trucks (1 ton to & incl.4 tons)
2.20	Solo flatbed and misc. body trucks (over 4 ton & incl. semi-trailer & truck & trailer not to exceed 10 tons)
2.20	Transit mix or wet mix trucks (3 yds. & under)
2.30	Transit mix or wet mix trucks (over 3 yds.)
2.25	Trucks, semi-trailer, and truck & trailer (over 10 tons incl. low bed)
2.20	Tank trucks, 1,600 gallons and under

Notice to Contractors - Interstate Bridge

INTERMEDIATE GRADE LABOR (CONT'D)

2.20	Tank trucks, over 1,600 gallons
2.28	Jackhammer & power tool operator (Incl. chipping guns, paving breakers, vibrator operator - other than paving)
2.28	Ribbon setters(head)
2.18	Vibrator operator (paving only, incl. sidewalks & curbs)
2.38	Wagon drillers
2.85	Piledrivermen riggers, burnerman & welders

UNSKILLED LABOR

2.38	Cement hog
2.23	H.D. Mechanic helper
2.20	Concrete buggies (power operated)
2.20	Truck helper (steady)
2.20	Warehousemen (warehouse parts & tool men)
2.18	Batch weighman, broomers, cement buckers; concrete buggymen, puddlers, rodders, rubbers (not fin.), spreaders; curing, sprayman and joint-dowel-tie bar setters
2.18	Car & truck loaders & road pump tenders
2.18	Flagmen (Traffic)
2.28	Form strippers (swinging stage)

Rates of wages applicable to the work to be done within the State of Oregon shall comply with Oregon laws.

Prequalification of Bidders:

Prequalification of bidders will be required in accordance with the provisions of Oregon Revised Statutes 279.010 to 279.024, inclusive, and Chapter 47.28.070 of the Revised Washington Statutes.

Plans and Specifications:

Full information for bidders may be obtained at the office of the Oregon State Highway Commission, State Highway Building, Salem, Oregon. Plans and specifications may be inspected at the same place and may be obtained by elegible bidders upon payment of $2.00 per set.

Plans and specifications may be inspected at the office of the Associated General Contractors at Portland, Oregon, Seattle, Tacoma and Spokane, Washington, Boise, Idaho, and San Francisco and Los Angeles, California.

The right is reserved to reject any and all proposals or to accept the proposal deemed best for the States of Oregon and Washington.

OREGON STATE HIGHWAY COMMISSION

Ben R. Chandler, Chairman
Chas. H. Reynolds, Commissioner
M. K. McIver, Commissioner

R. H. Baldock
State Highway Engineer

ATTEST:
H. B. Glaisyer
Secretary to Commission (Oregon)

WASHINGTON STATE HIGHWAY COMMISSION

R. A. Moisio, Commissioner
R. E. Hensel, Commissioner
E. C. Huntley, Chairman
H. E. Morgan, Commissioner
Oscar E. Stone, Commissioner

W. A. Bugge
Director of Highways

ATTEST:
Lorentz Goetz
Secretary to Commission (Washington)

WASHINGTON TOLL BRIDGE AUTHORITY

Arthur B. Langlie, Governor and Chairman of Authority
Cliff Yelle, State Auditor
H. D. Van Eaton, Director, Department of General Administration
E. C. Huntley, Chairman, Washington State Highway Commission
Ralph M. Davis, Chairman, Public Service Commission
D. B. Hedges, Secretary of Authority

Daily CONSTRUCTION Service

PUBLISHED IN
SAN FRANCISCO AND LOS ANGELES

WADE PUBLISHING CO.
TELEPHONE SUTTER 1-8088
TELETYPE S. F. 345

9 MAIN STREET
SAN FRANCISCO 19, CALIF.

JANUARY 18, 1956

REFERRED TO
BY SECRETARY

VIA AIR MAIL

MR. H. B. GLAISYER,
SECRETARY TO COMMISSION (OREGON)
OREGON STATE HIGHWAY COMMISSION
STATE HIGHWAY BUILDING,
SALEM, OREGON,

DEAR MR. GLAISYER:

IN OUR ISSUE OF JANUARY 16, WHICH IS BEING SENT UNDER SEPARATE COVER, WE RAN A NOTICE TO CONTRACTORS ON THE INTERSTATE BRIDGE BIDS TO 9:00 A.M. MARCH 1. THIS ITEM WAS RUN ON THE EDITORIAL PAGES AS A NEWS ITEM AND WE LISTED ALL QUANTITIES OF WORK INVOLVED.

AT VARIOUS TIMES IN THE PAST FOR PROJECTS OF THIS SIZE AND NATURE, WE HAVE BEEN AUTHORIZED TO RUN THE LEGAL AD AND WE ARE WRITING THIS IN THE HOPE THAT YOU WILL GIVE US AUTHORITY TO RUN SUCH A LEGAL AD. WE HAVE BEEN DECLARED A TRADE PAPER OF GENERAL CIRCULATION BY THE SUPERIOR COURT OF CALIFORNIA; THEREFORE, WOULD MEET ALL LEGAL REQUIREMENTS IN THIS CONNECTION AND IN FACT, WE CAN SAY WE PUBLISH A GREAT MANY LEGAL ADS FOR THE STATE OF CALIFORNIA AND THE BUREAU OF PUBLIC ROADS, THE FOREST SERVICE, CITIES AND COUNTIES.

AS YOU PROBABLY KNOW, OUR PUBLICATION GOES TO ENGINEERING CONTRACTORS, JUST THE TYPE OF CONTRACTOR WHO WOULD BE INTERESTED IN BIDDING ON A PROJECT SUCH AS YOU HAVE OUT FOR BIDS AT THE PRESENT TIME.

THE RATE IS 20¢ PER LINE PER COLUMN PER INSERTION WHICH MAKES IT POSSIBLE TO PRINT THIS AT A VERY NOMINAL COST. AWAITING YOUR FAVORABLE WORD.

YOURS VERY SINCERELY,

DAILY CONSTRUCTION SERVICE

H. W. Pyeritz

MANAGER

HWPYERITZ/BS

First with the news of western construction

RECEIVED
JAN 20 1956
FOR FILING
1171
4653

January 20, 1956

Mr. R. H. Kenyon, Engineer
Plans and Contracts
Washington State Highway Department
220 Transportation Building
Olympia, Washington

Attention: Mr. H. W. Grant

Dear Sir:

In compliance with the telephone conversation of this morning between Mr. Query of this office and Mr. Grant in your office concerning prequalification of contractors for the Interstate Bridge, we have attached a list of contractors to whom bidding proposals have been furnished up to noon today.

Mr. Grant informed us that although Kuckenberg Construction Co. have asked to be prequalified up to $5,000,000 only, it appears that you might be able to set them up for a figure in excess of $7,000,000, which is the estimated contractor's cost for the Interstate Bridge. We are writing to Kuckenberg today requesting that they get in touch with your office to obtain a higher rating.

We are also writing to Massman Construction Company, 1221 Baltimore, Kansas City 5, Missouri, to advise them that it will be necessary that they prequalify with the Washington State Highway Department. We have prequalified them for $7,500,000.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

FAQ:fp
Enclosure

cc Mr. G. S. Paxson
Mr. P. M. Stephenson

INTERSTATE BRIDGE

Bid Copies issued to noon 1-20-56

		Prequalified In Oregon	Prequalified In Wash.	Plans Sent
1.	U. S. Steel Corporation	Yes	Yes	1-16-56
2.	Fred J.Early, Jr., Inc.	Yes	Yes	1-16-56
3.	Bethlehem Pacific Coast Steel	Yes	Yes	1-16-56
4.	Guy F. Atkinson Co. ✓	Yes	Yes	1-16-56
5.	General Construction Co. ✓	Yes	Yes	1-16-56, 1-18-56
6.	Morrison-Knudsen Co. ✓	Yes	Yes	1-16-56
7.	Kuckenberg Construction Co. ✓	Yes	Yes	1-16-56
8.	Pacific Bridge Co. ✓	Yes	Yes	1-17-56
9.	Peter Kiewit Sons Co. ✓	Yes	Yes	1-17-56
10.	Massman Construction Co. ✓	Yes	No	1-18-56
11.	Moore Dry Dock Co.	Yes	Yes	1-20-56
12.	Pacific Car & Foundry	Yes	Yes	1-20-56
13.	Ben C.Gerwick ✓	Yes	Yes	1-20-56

FORM S-128 500M REVISED 2-55

RECEIVED
JAN 23 1956
FOR FILING

COMMISSIONERS
BEN R. CHANDLER, CHAIRMAN
Coos Bay
CHAS. H. REYNOLDS, MEMBER
La Grande
M. K. McIVER, MEMBER
Portland
H. B. GLAISYER
Secretary

1971
STATE HIGHWAY DEPARTMENT
4653

OREGON
STATE HIGHWAY DEPARTMENT
SALEM

R. H. BALDOCK
State Highway Engineer
W. C. WILLIAMS
1st Asst. State Hwy. Engr.
W. W. STIFFLER
2nd Asst. State Hwy. Engr.
C. W. ENFIELD
Chief Counsel

Mr. Baldock

January 18, 1956

NOTED
W. C. WILLIAMS

REFERRED TO
Mr. Williams
By State Highway Engineer

Mr. Paul Sinnitt
Chief Attorney
Washington State Highway Department
Transportation Building
Olympia, Washington

Re: Interstate Bridge
Columbia River

Dear Paul:

I am enclosing herewith a copy of the Special Provisions for Highway Construction and Proposal for Highway Construction concerning the new Interstate Bridge to be constructed across the Columbia River as a joint project of Washington and Oregon, and I am also enclosing a copy of the Notice to Contractors with respect to the same project. You will note that the matter of prequalification of bidders is treated on page three of the Proposal for Highway Construction and also on page five of the Notice to Contractors.

As we discussed during our telephone conversation, it seems quite clear that bidders for this job must be prequalified in the State of Oregon by the Oregon State Highway Commission irrespective of whether they are prequalified in the State of Washington. I understand that the same is true with respect to the prequalification statutes of the State of Washington. Thus it appears that we were entirely in order in placing the paragraph relative to prequalification in the Proposal and the Notice to Contractors and have no alternative but to require all bidders to prequalify in both states.

I am advised that before this matter came up proposal forms were issued to several prospective bidders who are prequalified in Oregon but may or may not be prequalified in Washington. As a result, the following procedure has been discussed and will be followed in issuing proposal forms to prospective bidders in the future. It is my understanding that you will let me have at the earliest possible time a list of all contractors who have prequalified in Washington for a project of this magnitude. Before issuing the proposal form or plans to any applicant we will first ascertain that the applicant has prequalified in both states. Until such time as the Washington list of prequalified contractors is in our hands, we will determine by telephone call to the Washington Highway Department whether the particular applicant is prequalified in Washington. We are this date writing a letter

NOTED
G. S. PAXSON

FORM E-123 80M REVISED 2-55

RECEIVED
JAN 25 1956
FOR FILING

COMMISSIONERS
BEN R. CHANDLER, CHAIRMAN
Coos Bay
CHAS. H. REYNOLDS, MEMBER
La Grande
M. K. McIVER, MEMBER
Portland
H. B. GLAISYER
Secretary

7971

4653.

OREGON
STATE HIGHWAY DEPARTMENT
SALEM

R. H. BALDOCK
State Highway Engineer
W. C. WILLIAMS
1st Asst. State Hwy. Engr.
W. W. STIFFLER
2nd Asst. State Hwy. Engr.
C. W. ENFIELD
Chief Counsel

Mr. Baldock

January 18, 1956

NOTED
W. C. WILLIAMS

Mr. Paul Sinnitt
Chief Attorney
Washington State Highway Department
Transportation Building
Olympia, Washington

REFERRED TO
Mr. Williams
By State Highway Engineer

Re: Interstate Bridge
Columbia River

Dear Paul:

I am enclosing herewith a copy of the Special Provisions for Highway Construction and Proposal for Highway Construction concerning the new Interstate Bridge to be constructed across the Columbia River as a joint project of Washington and Oregon, and I am also enclosing a copy of the Notice to Contractors with respect to the same project. You will note that the matter of prequalification of bidders is treated on page three of the Proposal for Highway Construction and also on page five of the Notice to Contractors.

As we discussed during our telephone conversation, it seems quite clear that bidders for this job must be prequalified in the State of Oregon by the Oregon State Highway Commission irrespective of whether they are prequalified in the State of Washington. I understand that the same is true with respect to the prequalification statutes of the State of Washington. Thus it appears that we were entirely in order in placing the paragraph relative to prequalification in the Proposal and the Notice to Contractors and have no alternative but to require all bidders to prequalify in both states.

I am advised that before this matter came up proposal forms were issued to several prospective bidders who are prequalified in Oregon but may or may not be prequalified in Washington. As a result, the following procedure has been discussed and will be followed in issuing proposal forms to prospective bidders in the future. It is my understanding that you will let me have at the earliest possible time a list of all contractors who have prequalified in Washington for a project of this magnitude. Before issuing the proposal form or plans to any applicant we will first ascertain that the applicant has prequalified in both states. Until such time as the Washington list of prequalified contractors is in our hands, we will determine by telephone call to the Washington Highway Department whether the particular applicant is prequalified in Washington. We are this date writing a letter

NOTED
G. S. PAXSON

to all persons who have heretofore obtained proposal forms and plans, specifically calling their attention to the fact that their bid cannot be received unless the bidder is prequalified in both states. We are sending a copy of this letter to the office of the Associated General Contractors in Portland, Seattle, Tacoma, Spokane, Boise, San Francisco, and Los Angeles. This procedure should assure that we are in full compliance with all laws pertaining to prequalification.

We intend to submit to Washington each week a list of all contractors who have applied for proposal forms and plans during the preceding week so that you may be kept advised of the prospective bidders.

One further slight procedural problem may arise. It is frequently necessary, particularly in projects of this size, to make corrections to the special provisions. This normally is accomplished by registered letter addressed to all persons who have obtained the special provisions prior to the date of the change or correction. Practically all of these changes or corrections concern minor engineering matters and raise no legal questions. The letters advising of such changes or corrections are, however, submitted to this office where the same are reviewed for any legal problem. Unless you feel a different procedure should be followed, we will use this practice in making any necessary changes or corrections in the special provisions relative to the Interstate Bridge contract. If the proposed change or correction raises no legal problem, we will approve and issue the same and let you have a copy thereof. If a legal question is raised by any proposed change or correction, I will contact you by phone for the purpose of obtaining your comments and suggestions. I hope you will let me know if this procedure does not meet with your approval.

With best personal regards, I am

Very truly yours,

C. W. ENFIELD
Chief Counsel

By
ROBERT L. MAY, JR.
Assistant Counsel

RLM/mlk
Enc. 3
cc: Mr. R. H. Baldock
Mr. H. B. Glaisyer
Mr. P. M. Stephenson
Mr. S. H. Probert

RECEIVED
JAN 1 1932
FOR FILING

7971

4653

Interstate Bridge
Notice to Contractors

Put in P.C in Portland by car — done 1-12
Publish Jan 13, 19, 23, 30
Confirm with letter

Send ad to P.C in Seattle by telegram — done 1-12
Publish Jan 13, 19, 23, 30
Confirm with letter - airmail

Send ad To Daily Pac Bldr in Frisco Air Mail done 1-12
Publish twice

Send ad To SW Builder in Los Angeles " " done 1-12
Publish twice

Send ad To Wash Hwy Com (to ty) done 1-13
" Wash Toll Auth 1-13
" Ore Hwy Com 1-13
WA Bridge Dir. to Hwy Mach 1-13

Send Copies of Notice to Press in Capitols 1-12

Send notice to Bridge & Electrical Contractors 1-13
& material men

RECEIVED
JAN 13 1956
FOR FILING
1971
4653

January 13, 1956

Pacific Bridge Company
256 Montgomery Street
San Francisco 4, California

Attention: Mr. Mac Silvert

Dear Mr. Silvert:

Your letter of January 11, 1956 was received in todays mail, asking when we are going to issue invitations for bids for the Interstate Bridge and the Oregon slough Bridge over the Columbia River.

Notices are being mailed to all interested contractors today. Bids will be received at the Imperial Hotel, Portland, Oregon at 9 a.m. Thursday, March 1, 1956. Your copy of the Notice is enclosed.

Plans and specifications may be obtained from the Oregon State Highway Commission, State Highway Building, Salem, Oregon, upon payment of $2.00 for each set of plans.

Respectfully yours,

OREGON STATE HIGHWAY COMMISSION

H. B. Glaisyer,
Secretary

CHH:lt
Enclosure

PORTLAND, OREGON

SAN FRANCISCO, CALIF.

PACIFIC BRIDGE COMPANY

ESTABLISHED 1869

Contractors--Engineers

256 MONTGOMERY STREET

SAN FRANCISCO 4, CALIF.

January 11, 1956

Oregon State Highway Commission
Salem, Oregon

Gentlemen:

Please advise when you expect to issue your invitation for bids for both the Interstate Bridge and Oregon slough over the Columbia River, and also the amount of deposit that would be required for the plans and specifications.

Very truly yours,

PACIFIC BRIDGE COMPANY

Mac Silvert

Mac Silvert
Chief Engineer

MS/la

REFERRED TO
BY SECRETARY

Mailed Notice 1/13/56 C.H.H.

RECEIVED

RECEIVED
JAN 13 1956
FOR FILING

7771

4653

January 13, 1956

Oregon State Highway Commission

Gentlemen:

Attached is a "Notice to Contractors" for bids on the Interstate Bridge across the Columbia River between Portland, Oregon, and Vancouver, Washington. This project is valued at about $8,250,000.

The notice is being advertised in the "Daily Journal of Commerce", Portland; the "Daily Journal of Commerce", Seattle; the "Pacific Builder", San Francisco; the "Southwest Builder", Los Angeles; and the "Pacific Builder and Engineer", Seattle.

You will note that bids are to be received in the Imperial Hotel in Portland, March 1, 1956.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

FAQ:fp

(Notices also sent to members of Washington Toll Bridge Authority; members of the Washington State Highway Commission; Mr. W. A. Bugge, Director of Highways (Washington); and Mr. Lorents Coets, Secretary to Commission (Washington).

RECEIVED
1956
FOR FILING

7971
4653

January 13, 1956

Mr. D. B. Hedges, Secretary
Washington Toll Bridge Authority
Transportation Building
Olympia, Washington

Dear Sir:

Attached are copies of the "Notice to Contractors" for bids to be received on March 1, 1956 on the Interstate Bridge between Portland and Vancouver. As we do not have the addresses for the members of the Washington Toll Bridge Authority, will you please forward the enclosed letters and notice?

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

PAQ:fp
Enclosures

January 13, 1956

Honorable Arthur B. Langlie
Governor, and Chairman of Authority
Washington Toll Bridge Authority
Transportation Building
Olympia, Washington

Dear Governor Langlie:

Attached is a "Notice to Contractors" for bids on the Interstate Bridge across the Columbia River between Portland, Oregon, and Vancouver, Washington. This project is valued at about $6,250,000.

The notice is being advertised in the "Daily Journal of Commerce," Portland; the "Daily Journal of Commerce," Seattle; the "Pacific Builder," San Francisco; the "Southwest Builder," Los Angeles; and the "Pacific Builder and Engineer," Seattle.

You will note that bids are to be received in the Imperial Hotel in Portland, March 1, 1956.

Respectfully yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

FAQ:fp
Enclosure

cc Mr. Cliff Tolle, State Auditor
Mr. E. D. Van Eaton, Director, Department of General Administration
Mr. R. C. Huntley, Chairman, Washington State Highway Commission
Mr. Ralph M. Davis, Chairman, Public Service Commission
Mr. D. B. Hedges, Secretary of Authority

(Notices also sent to the Washington State Highway Commission; Mr. W. A. Bugge, Director of Highways; and Mr. Lorenta Costa, Secretary to Commission).

RECEIVED
JAN 13 1956
FOR FILING
7971
4653

January 13, 1956

Mr. Lorents Goetz, Secretary
Washington State Highway Commission
220 Transportation Building
Olympia, Washington

Dear Sir:

Attached are copies of the "Notice to Contractors" for bids to be received on March 1, 1956 on the Interstate Bridge between Portland and Vancouver. As we do not have the addresses for the members of the Washington State Highway Commission, will you please forward the enclosed letters and notice?

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

FAQ:fp

Enclosures

January 13, 1956

Mr. W. A. Bugge, Director of Highways
Department of Highways
220 Transportation Building
Olympia, Washington

Dear Sir:

Attached is a "Notice to Contractors" for bids on the Interstate Bridge across the Columbia River between Portland, Oregon, and Vancouver, Washington. This project is valued at about $8,250,000.

The notice is being advertised in the "Daily Journal of Commerce," Portland; the "Daily Journal of Commerce," Seattle; the "Pacific Builder," San Francisco; the "Southwest Builder," Los Angeles; and the "Pacific Builder and Engineer," Seattle.

You will note that bids are to be received in the Imperial Hotel in Portland, March 1, 1956.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

FAQ:fp
Enclosure

cc Mr. Lorents Goetz, Secretary to Commission

(Notices sent to members of the Washington State Highway Commission; and members of the Washington Toll Bridge Authority)

RECEIVED
JAN 13 1956
FOR FILING
7971
4653

January 13, 1956

Mr. E. C. Huntley, Chairman
Washington State Highway Commission
220 Transportation Building
Olympia, Washington

Dear Sir:

Attached is a "Notice to Contractors" for bids on the Interstate Bridge across the Columbia River between Portland, Oregon, and Vancouver, Washington. This project is valued at about $8,250,000.

The notice is being advertised in the "Daily Journal of Commerce," Portland; the "Daily Journal of Commerce," Seattle; the "Pacific Builder," San Francisco; the "Southwest Builder," Los Angeles; and the "Pacific Builder and Engineer," Seattle.

You will note that bids are to be received in the Imperial Hotel in Portland, March 1, 1956.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

PAQ:fp

cc Mr. R. A. Hoisio, Commissioner
Mr. R. E. Hensel, Commissioner
Mr. H. E. Morgan, Commissioner
Mr. Omear E. Stone, Commissioner

(Notices also sent to members of the Washington Toll Bridge Authority; Mr. W. A. Bugge, Director of Highways; and Mr. Lorents Costa, Secretary to Commission).

Enclosure

RECEIVED
JAN 13 1956
FOR FILING
7971
4453

January 11, 1956

AIR MAIL
Daily Journal of Commerce
Journal Building
83 Columbia Street
Seattle 4, Washington

Gentlemen:

Attached is a "Notice to Contractors" for construction of the Interstate Bridge across the Columbia River between Portland and Vancouver, on which bids are to be received March 1, 1956.

To confirm our telephone conversation of today, will you please publish this notice in your paper January 13, 19, 23, and 30?

This should be run as a paid legal advertisement and we shall be pleased to honor your invoice for this service. The invoice should be presented in triplicate, with a tear sheet for each publication.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

FAQ:fp
Enc.

cc Mr. C. G. Polk
Mr. Lowell Shinn (Chg. 5001-900)

RECEIVED
JAN 13 1956
FOR FILING
7971
4622

January 12, 1956

ATR 3A(2)

Pacific Builder and Engineer
2418 Third Avenue
Seattle, Washington

Gentlemen:

Attached is copy of a "Notice to Contractors" for bids to be received on the Interstate Bridge across the Columbia River between Portland, Oregon, and Vancouver, Washington. Bids are to be received March 1, 1956, and the project is valued at approximately $8,250,000.

Please run this as a paid legal advertisement in the first issue of your "Daily Construction Reports" after receipt of this notice. We will also appreciate your running it as a news item in the next issue of your Construction News Bulletin.

It is our understanding that we will be charged for only one insertion. We shall be pleased to honor your invoice for this service. The invoice should be presented in triplicate, with a tear sheet for each publication.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

PAQ:fp
Enclosure

cc Mr. C. G. Polk
Mr. Lowell Shinn (Chg. 5001-900)

RECEIVED
JAN 13 1956
FOR FILING

January 12, 1956

AIR MAIL

Southwest Builder
1660 Beverley Boulevard
Los Angeles 26, California

Gentlemen:

Attached is copy of a "Notice to Contractors" for bids to be received on the Interstate Bridge across the Columbia River between Portland, Oregon, and Vancouver, Washington. Bids are to be received March 1, 1956, and the project is valued at approximately $8,250,000.

Please run this as a paid legal advertisement in the first issue of your publication after receipt of this notice and on January 25.

We shall be pleased to honor your invoice for this service. The invoice should be presented in triplicate, with a tear sheet for each publication.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

FAQ:fp
Enclosure

cc Mr. C. O. Polk
Mr. Lowell Shinn (Chg. 5001-900)

RECEIVED
JAN 1 1 1956
FOR FILING

January 12, 1956

AIR MAIL

Daily Pacific Builder
465 - 10th Street
San Francisco 3, California

Gentlemen:

Attached is a copy of "Notice to Contractors" for bids to be received on the Interstate Bridge across the Columbia River between Portland, Oregon, and Vancouver, Washington. Bids are to be received March 1, 1956, and the project is valued at approximately $8,250,000.

Please run this as a paid legal advertisement in the first issue of your publication after receipt of this notice and on January 25.

We shall be pleased to honor your invoice for this service. The invoice should be presented in triplicate, with a tear sheet for each publication.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

FAQ:fp
Enclosure

cc Mr. Lowell Shinn (Chg. 5001-900)
Mr. C. G. Polk

RECEIVED JAN 13 1958 FOR FILING

Re: Portland CA 2-9977 file

(MR. EVANS)

Daily Journal Of Commerce
Journal Building
83 Columbia Street
Seattle 4, Washington

Daily Pacific Builder
465 Tenth Street
San Francisco 3, Calif.

Southwest Builder
1660 Beverley Blvd.
Los Angeles 26, Calif.

NOTED
FLOYD QUERY

RECEIVED
JAN 13 1956
FOR FILING

7971

4652

DOMESTIC SERVICE
Check the class of service desired; otherwise this message will be sent as a full rate telegram

FULL RATE TELEGRAM	
DAY LETTER	
NIGHT LETTER	

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E

WESTERN UNION

W. P. MARSHALL, PRESIDENT

1206 10-51

INTERNATIONAL SERVICE
Check the class of service desired; otherwise the message will be sent at the full rate

FULL RATE	
LETTER TELEGRAM	
SHIP RADIOGRAM	

NO. WDS.-CL. OF SVC.	PD. OR COLL.	CASH NO.	CHARGE TO THE ACCOUNT OF	TIME FILED
	COLLECT			

Send the following message, subject to the terms on back hereof, which are hereby agreed to

Salem, Org. Jan. 12, 1956

Seattle Journal of Commerce
FDz
Seattle, Washington

Arrangements have been made to advertise bids for Interstate Bridge at Vancouver in Seattle Journal of Commerce.

R. H. Baldock

WCW:hi

PRA135

PR SED174 DP R PD=FAX SEATTLE WASH 12 142PMP=
R H BALDO CK, OREGON STATE HIGHWAY ENGINEER=
=STATE HIGHWAY BLDG SALEM ORG=

:UNDERSTAND BIDS TO BE CALLED ON INTERSTATE BRIDGE AT VANCOUVER JAN 13 OR SOON BY OREGON HIGHWAY COMMISSION. SUGGEST ADVERTISING OF CALL IN SEATTLE JOURNAL OF COMMERCE FOR FULL COVERAGE IN THIS STATE. AS W.A. BUGGE WILL CONFIRM, ALL WASHINGTON STATE HIGHWAY BID CALLS ADVERTISED IN SEATTLE JOURNAL BECAUSE OF BIDDING RESULTS OBTAINED. WOULD APPRECIATE COLLECT WIRE ON YOUR DECISION. WIRE ADDRESS FDZ=

:SEATTLE JOURNAL OF COMMERCE 83 COLUMBIA ST=(

THE COMPANY WILL APPRECIATE SUGGESTIONS FROM ITS PATRONS CONCERNING ITS SERVICE

PRA135

The filing time shown in the date line on domestic telegrams is STANDARD TIME at point of origin. Time of receipt is STANDARD TIME at point of destination

W. P. MARSHALL, PRESIDENT

1201

TELEGRAM

International Letter Telegram

If a cable or other type of service is desired, the sender should request information as to rates, etc., from the telegraph company.

To guard against mistakes or delays, the sender of a message should order it repeated, that is, telegraphed back to the originating office for comparison. For this, one-half the unrepeated message rate is charged in addition. Unless otherwise indicated on its face, this is an unrepeated message and paid for as such, in consideration whereof it is agreed between the sender of the message and this Company as follows:

1. The Company shall not be liable for mistakes or delays in the transmission or delivery, or for non-delivery, of any message received for transmission at the unrepeated-message rate beyond the sum of five hundred dollars; nor for mistakes or delays in the transmission or delivery, or for non-delivery, of any message received for transmission at the repeated-message rate beyond the sum of five thousand dollars, unless specially valued; nor in any case for delays arising from unavoidable interruption in the working of its lines.

2. In any event the Company shall not be liable for damages for mistakes or delays in the transmission or delivery, or for the non-delivery, of any message, whether caused by the negligence of its servants or otherwise, beyond the actual loss, not exceeding in any event the sum of five thousand dollars, at which amount the sender of each message represents that the message is valued, unless a greater value is stated in writing by the sender thereof at the time the message is tendered for transmission, and unless the repeated-message rate is paid or agreed to be paid, and an additional charge equal to one-tenth of one percent of the amount by which such valuation shall exceed five thousand dollars.

3. The Company is hereby made the agent of the sender, without liability, to forward this message over the lines of any other company when necessary to reach its destination.

4. Except as otherwise indicated in connection with the listing of individual places in the filed tariffs of the Company, the amount paid for the transmission of a domestic telegram or an incoming cable or radio message covers its delivery within the following limits: In cities or towns of 5,000 or more inhabitants where the Company has an office which, as shown by the filed tariffs of the Company, is not operated through the agency of a railroad company, within two miles of any open main or branch office of the Company; in cities or towns of 5,000 or more inhabitants where, as shown by the filed tariffs of the Company, the telegraph service is performed through the agency of a railroad company, within one mile of the telegraph office; in cities or towns of less than 5,000 inhabitants in which an office of the Company is located, within one-half mile of the telegraph office. Beyond the limits above specified the Company does not undertake to make delivery, but will endeavor to arrange for delivery as the agent of the sender, with the understanding that the sender authorizes the collection of any additional charge from the addressee and agrees to pay such additional charge if it is not collected from the addressee. There will be no additional charge for deliveries made by telephone within the corporate limits of any city or town in which an office of the Company is located.

5. No responsibility attaches to this Company concerning messages until the same are accepted at one of its transmitting offices; and if a message is sent to such office by one of the Company's messengers, he acts for that purpose as the agent of the sender.

6. The Company will not be liable for damages or statutory penalties when the claim is not presented in writing to the Company, (a) within sixty days after the message is filed with the Company for transmission in the case of a message between points within the United States (except in the case of an intrastate message in Texas) or between a point in the United States on the one hand and a point in Alaska, Canada, Labrador, Mexico, Newfoundland and St. Pierre & Miquelon Islands on the other hand, or between a point in the United States and a ship at sea or in the air, (b) within 90 days after the cause of action, if any, shall have accrued in the case of an intrastate message in Texas and (c) within 180 days after the message is filed with the Company for transmission in the case of a message between a point in the United States and a foreign or overseas point other than the points specified above in this paragraph; provided, however, that this condition shall not apply to claims for damages or overcharges within the purview of Section 415 of the Communications Act of 1934.

7. It is agreed that in any action by the Company to recover the tolls for any message or messages the prompt and correct transmission and delivery thereof shall be presumed, subject to rebuttal by competent evidence.

8. Special terms governing the transmission of messages according to their classes, as enumerated below, shall apply to messages in each of such respective classes in addition to all the foregoing terms.

9. No employee of the Company is authorized to vary the foregoing.

1-40

CLASSES OF SERVICE

DOMESTIC SERVICES

FULL RATE TELEGRAM
A full rate expedited service.

DAY LETTER (DL)
A deferred service at lower than the full rate.

SERIAL (SER)
Messages sent in sections during the same day.

NIGHT LETTER (NL)
Accepted up to 2 A. M. for delivery not earlier than the following morning at rates substantially lower than the full rate telegram or day letter rates.

INTERNATIONAL SERVICES

FULL RATE (FR)
The standard fast service at full rates. May be written in any language that can be expressed in Roman letters, or in secret language. A minimum charge for 5 words applies.

LETTER TELEGRAM (LT)
Overnight plain language messages. Minimum charge for 22 words applies.

VICTORY LETTER TELEGRAM (VLT)
Overnight plain language messages to armed forces overseas. Minimum charge for 10 words applies.

SHIP RADIOGRAM
A service to and from ships at sea. Plain or secret language may be used. Minimum charge for 5 words applies.

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JAN 11 1956
FOR FILING

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4453

January 10, 1956

Mr. D. B. Hedges, Secretary
Washington Toll Bridge Authority
Transportation Building
Olympia, Washington

Dear Mr. Hedges:

Reference is made to your letter of December 28 transmitting revised Parts III and IV of Wilbur Smith and Associates' report entitled "Portland-Vancouver Interstate Toll Bridge Study."

We have examined these revisions and they substantially agree with the recommendations made in our letter of July 18, 1955. We have noted one minor typographical error in Tables X and XI where a dollar sign has been affixed to the number of anticipated vehicles using the structure.

As far as we are concerned, the report is now approved for publication.

Very truly yours,

R. H. Baldock
State Highway Engineer

cc Mr. W. A. Bugge
Director
Washington Department of Highways

Mr. G. S. Paxson

GSP:gm

FORM E30—50M—2-55—62866

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
January 6, 1956

SUBJECT: Report on Interstate Toll Bridge by Wilbur Smith and Associates

To: G. S. Paxson
Assistant State Highway Engineer
O f f i c e

We have reviewed the revised Parts 3 and 4 of the subject report and have found that the revision agrees substantially with the recommendations made to Mr. D. B. Hedges on July 11, 1955.

The construction and financing costs have been revised from $15,750,000 to $14,000,000 as per our recommendation.

The copy has been revised to show three lanes of traffic on both structures. The new toll rates as per our suggestion have been used in the revision. Other revisions have also been made. One of these was that the construction period has been increased from two years to three and one-half years on Page 32 and about four years on Page 39. This revision has changed the first year for complete operation from 1958 to 1959.

The revenue and retirement analysis has been based upon the first year of operation, 1959, therefore they do not check with our tables which were based on first year operations in 1958. A quick check of the computations indicates that proper traffic volumes have been used, and there are no apparent mistakes in the computations.

Another change has been the revision in the percentage of the passenger cars and light trucks estimated as desiring to use a commuter rate. Passenger car has been revised from 60 per cent regular and 40 per cent commuter to 50 per cent for both. The light trucks have been revised from 50 for both regular and commuter to 40 per cent regular and 60 per cent commuter. These revisions make the estimate of revenue a little bit lower than under the previous tabulation. However, inasmuch as this is a toll facility, the conservative estimates are probably more desirable.

In analyzing the feasibility of the proposed Interstate Bridge, the analysis was based upon 15 year bonds, whereas our analysis was based upon 13 year bonds. It appears that they make their bond analysis on the basis of an even five years, rather than intermediate numbers. This change makes the factors for first year coverage and average coverage more attractive.

Table 14 indicates that under the proposed toll schedule and anticipated traffic volumes that the bond could be retired on an accelerated program in seven years, which is the same period developed in our analysis.

The analysis of the operation and maintenance costs has been revised in form and appears to give much better detail than the preliminary report.

One minor error has been noted on Tables 10 and 11. Under the heading No. of Vehicles the figures have been preceded by a dollar sign.

F. B. Crandall
Traffic Engineer

RCB:mp
cc: W. C. Williams

ARTHUR B. LANGLIE, Governor
Chairman of Authority
CLIFF YELLE, State Auditor
RALPH M. DAVIS, Chairman
Public Service Commission
R. A. MOISIO, Chairman
State Highway Commission
H. D. VAN EATON, Director
Department of General Administration

STATE OF WASHINGTON

W. A. BUGGE, Director of Highways
Ex Officio Member
D. B. HEDGES
Secretary of Authority

WASHINGTON TOLL BRIDGE AUTHORITY

TRANSPORTATION BUILDING
OLYMPIA, WASHINGTON

December 28, 1955

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Re: Vancouver-Portland Interstate Toll Bridge

Dear Sir:

I am transmitting herewith revised Parts III and IV of Wilbur Smith and Associates report entitled " Portland-Vancouver Interstate Toll Bridge Study" which has been revised to conform to the contemplated opening date when both bridges have been completed. The subject enclosures are to be substituted for pages in the two copies of the aforementioned report previously handed to you. You will note that the Engineers have indicated 1960 as the first full calendar year of toll bridge operation and that they have assumed a 4-year financing and construction period during which time the bridge would not be earning revenues. They have also assumed a 15-year maturity date on the bonds. Obviously, as we were all aware, the feasibility of the project is only slightly affected by these modifications.

In order that we may authorize the printing of the report, it is requested that you submit any comments covering suggestions or corrections on the report or its revisions which you may have as soon as convenient as it will require about four weeks to complete the printing in final form and, of course, we should have the report available at the time we offer the bonds for sale. I will look forward to hearing from you as soon as it is convenient.

Very truly yours,

WASHINGTON TOLL BRIDGE AUTHORITY

By: D. B. HEDGES
Secretary

DBH:hm
Att. (

COPY

ARTHUR B. LANGLIE, Governor
Chairman of Authority

CLIFF YELLE, State Auditor

RALPH M. DAVIS, Chairman
Public Service Commission

R. A. MOISIO, Chairman
State Highway Commission

H. D. VAN EATON, Director
Department of General Administration

STATE OF WASHINGTON

W. A. BUGGE, Director of Highways
Ex Officio Member

D. B. HODGES
Secretary of Authority

WASHINGTON TOLL BRIDGE AUTHORITY

TRANSPORTATION BUILDING
OLYMPIA, WASHINGTON

December 28, 1955

Mr. Lyle Wilson
Pacific Northwest Company
Exchange Building
Seattle, Washington

Re: Proposed Vancouver-Portland Interstate Toll Bridge

Dear Sir:

I am transmitting herewith five copies of revised Parts III and IV of Wilbur Smith and Associates report entitled "Portland-Vancouver Interstate Toll Bridge Study". These revisions were made necessary due to the postponed opening date or toll collection date based upon the determination that tolls should not be collected on the project until both bridges had been constructed and reconstructed respectively. It is requested that the revised pages transmitted herewith be substituted in copies of the report forwarded to you under date of November 10th.

You will note that the engineers have indicated 1960 as the first full calendar year of toll bridge operation and that they have assumed a 4-year financing and construction period during which time the bridge would not be earning revenues, and that they have also assumed a 15-year maturity date on the bonds. It is recognized that the feasibility of the project is only slightly affected by these modifications and it was recognized, of course, by all people in attendance at the meeting of November 25th that the change in toll collection period would not have any material effect upon the feasibility of the project.

It would be appreciated if you would forward these revisions to the members of your committee and I would also be sincerely appreciative of any comments or expressions that you or your committee would have to offer, as well as any suggested changes.

It is anticipated that printing will require about four weeks and since, as you know, we propose to market the subject bonds early next year, it is my desire that we proceed with the printing as soon

as possible. I would also suggest that a meeting of your committee and bond counsel be arranged as soon as convenient to further the drafting of the bond resolution in order that we will have the necessary mechanics completed whereby we may proceed with the sale of bonds at the appropriate time. You may be assured that I will make myself available to meet with your group at any time.

With kindest personal regards.

Very truly yours,

WASHINGTON TOLL BRIDGE AUTHORITY

By: D. B. HEDGES
Secretary

DBH: hm
Att. (5)
cc: W. A. Bugge
Richard Thorgrimson
R. H. Baldock

RECEIVED
JUL 12 1955
FOR FILING

July 11, 1955

Mr. D. D. Hodges, Secretary
Washington Toll Bridge Authority
Olympia, Washington

Re: Portland-Vancouver
Columbia River Bridge

Dear Mr. Hodges:

I was away from the office the last two weeks in June and did not have opportunity to go over the report submitted by Wilbur Smith and Associates on the Portland-Vancouver Columbia River Toll Bridge.

Our Traffic Division considers the estimate of total traffic set up in this report to be quite conservative. In view of the soundness of the entire project, it would seem advisable that we leave this traffic on the conservative side. It is our opinion that with a continuation of the present economic condition the traffic will materially exceed that shown in the report.

As pointed out at our conference in Olympia in June, there are two minor errors in the body of the report. On the top of page 4 is a statement that recent investigations show a bridge at Astoria to be feasible. At that conference Mr. Wynn advised that he had taken this from a newspaper article and agreed with us that it should not occur in the report. There is another minor error on page 27 where, in the first sentence in the second paragraph, he says that the new bridge is to be four-lane capacity. Our proposal of course is that this new bridge be used as a three-lane structure for southbound traffic.

In the section on estimated traffic and earnings, Wilbur Smith and Associates have set up a very low toll schedule, starting out with passenger cars at 10 cents, single-unit trucks at 25 cents, and combinations at 50 cents. This is shown in his Tables 9 and 11. It seems to us that this toll schedule will take too long to pay out, especially in view of the high cost of toll collection in terms of revenue collected. We believe this should be revised to a higher toll schedule that will pay off the bonds within a few years.

I am attaching hereto a suggested revision of Tables 11, 13 and 14 of the Smith report in which the tolls are 20 cents for passenger cars, 40 cents for single-unit trucks, and 60 cents for truck combinations, with a reduction of 25 per cent for commuters' traffic. This

NOTED
C. S. PAXSON

would give enough revenue in approximately seven years after the completion of the bridge to pay off the bonds and, based upon a 13-year bond issue, would provide a first year coverage of 1.312 and an average coverage of 1.52 over the life of the bonds.

These tables are based upon the construction of the new bridge and the reconstruction of the old bridge with a total bond issue of $14,000,000. In the Smith report a figure of $15,750,000 was used. I believe this is an error as they have assumed the figure of $14,000,000 as being the net construction cost rather than containing an allowance for interest during construction. Our best estimates of the project cost are as follows:

New bridge plus right of way	$ 9,795,000
Reconstructed old bridge	2,310,000
Interest on $14,000,000 at 3 per cent for 3 years	1,260,000
	$13,355,000

With a $14,000,000 bond issue this allows for $645,000 for miscellaneous costs not covered. These figures also include the reconstruction of the existing bridge as the Highway Commissions of the two states are definitely committed to such a program.

I would appreciate your consideration of this proposal so that it can be discussed at our next meeting.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

O. S. Paxson
Assistant State Highway Engineer

OSP:mm

Attachments

cc W. A. Bugge
R. H. Baldock
P. M. Stephenson

FORM BSO—SOM—4-54—74986

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
July 7, 1955

SUBJECT: Revised Toll Schedule
Interstate Toll Bridge

To:

G. S. Paxson
Assistant State Highway Engineer
O f f i c e

Pursuant to your instructions, a revised toll schedule based on 20 cents per passenger car has been calculated. Under this plan it would be necessary to issue 13-year bonds, which when a three-year construction period is assumed, would leave 10 operating years for repayment of the bonds issued. If all of the revenue was applied towards bond retirement, the entire issue could be retired during the seventh year.

The safety factors are as follows:

First year coverage	1.31
Average coverage over the life of the bonds	1.52

I am attaching your copy of the report, and a new set of tables based on the revised toll schedule.

These tables contemplate sale of the bonds in 1956, with 1959 the first full year of operation. The tables which were previously developed for 25 cent and 15 cent tolls have not been revised, but the only correction necessary is the addition of one year to the length of the bond issue.

J. Al Head
Assistant Traffic Engineer

Attachments
DWS:mp

TABLE ~~9-D~~ 11A

REVISED TOLL SCHEDULE

Class of Vehicles	Toll Charge	No. Vehicles	Revenue
Passenger Cars - Regular (60%)	$ 0.20	6,737,400	$1,347,480
- Commuter (40%)	0.15	4,491,600	673,740
Passenger Cars and Trailers - (No Commuter Rate)	0.40	64,000	25,600
Light Trucks - Regular (50%)	0.20	364,000	72,800
- Commuter (50%)	0.15	364,000	54,600
Other Single Units - Regular (20%)	0.40	81,800	32,720
- Commuter (80%)	0.30	327,200	98,160
Truck Combinations - Regular (20%)	0.60	53,600	32,160
- Commuter (80%)	0.45	214,400	96,480
Buses - Commuter (100%)	0.45	77,000	34,650
Total		12,755,000	$2,468,390
Less maintenance and operations			315,000
Net Available for debt service			2,153,390

11A

TABLE ~~9-D~~

REVISED TOLL SCHEDULE

Class of Vehicles	Toll Charge	No. Vehicles	Revenue
Passenger Cars - Regular (60%)	$ 0.20	6,737,400	$1,347,480
- Commuter (40%)	0.15	4,491,600	673,740
Passenger Cars and Trailers - (No Commuter Rate)	0.40	64,000	25,600
Light Trucks - Regular (50%)	0.20	364,000	72,800
- Commuter (50%)	0.15	364,000	54,600
Other Single Units - Regular (20%)	0.40	81,800	32,720
- Commuter (80%)	0.30	327,200	98,160
Truck Combinations - Regular (20%)	0.60	53,600	32,160
- Commuter (80%)	0.45	214,400	96,480
Buses - Commuter (100%)	0.45	77,000	34,650
Total		12,755,000	$2,468,390
Less maintenance and operations			315,000
Net Available for debt service			2,153,390

Table ~~16-B~~ 13A

Portland - Vancouver Interstate Bridge

REVISED BOND RETIREMENT SCHEDULE

Year	Revenue Available For Debt Service	Assumed Interest (3½)	Bonds Retired	Bonds Outstanding Beginning of Year
1959	$ 2,153,400	$ 420,000	$ 1,733,400	$14,000,000
1960	2,233,800	368,000	1,865,800	12,266,600
1961	2,317,200	312,000	2,005,200	10,400,800
1962	2,397,100	251,900	2,145,200	8,395,600
1963	2,473,000	187,500	2,285,500	6,250,400
1964	2,544,400	118,900	2,425,500	3,964,900
1965	2,611,600	46,200	1,539,400	1,539,400
1966	2,673,200	-	-	-
1967	2,728,800	-	-	-
1968	2,777,900	-	-	-
Total 10 years	$24,910,400	$1,704,500	$14,000,000	

7000

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25

14-A

Table ~~16-F~~

13A ~~16-E~~ Revised bond retirement schedule shown on Table assumes 13 year call bonds at three per cent interest. Safety factor ratios are as follows:

13 year Bonds at ~~3~~%

Annual interest and amortization,
10 year earnings = $1,641,300

Level debt service ratios

First year coverage = 1.312

Average coverage over
life of bonds = 1.52

FORM H-90 3M 8-51 82519

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
June 17, 1955

SUBJECT: Report
Interstate Toll Bridge
by Wilbur Smith and Associates

To: R. H. Baldock
State Highway Engineer
Office

In accord with Mr. Paxson's request (his inter-office, June 14th) I have reviewed the above-indicated report with particular regard to specific points as suggested in Mr. Paxson's letter and my comments are set down hereinafter.

The traffic forecast as pictured in Figure 6 of the report would appear to be on the conservative side and it is so stated in the report. By way of comparison, the curve in Figure 6 conforms quite closely to that of Figure IV as contained in the joint report of Oregon-Washington Highway Departments, dated 1951, which latter report shows a curve based on a 1.2% per year compounding, giving a projected traffic volume on the Interstate Bridge of 50,000 as of 1980. A supplemental review report as put out by Washington Department of Highways, and dated June 1952, and restricted primarily to traffic, shows on Page 6 thereof a much more optimistic curve, so to speak, insofar as 1980 forecast; this curve showing an estimated volume of 61,900 as of 1980. It should be pointed out that this differential in 1980 forecasts, 50,000 as against 61,900 comes about by an assumed and abrupt generation of some 10,000 vehicles immediately as the bridge is opened. Although experience has indicated that new high type facilities generate additional traffic following opening to traffic, it is believed that the degree of this upswing as indicated in the Washington report of June 1952 is considerably more than might be expected, volumewise. The higher value of 61,900 for 1980 is value the use of which should be restricted to design considerations thinking of capacity needs, whereas for revenue computational purposes the more conservative value of 50,000 as of 1980 should be used.

Turning to the scheduled toll rates as contained in Table 9, Page 29, it has been suggested that some cross check might be provided with respect to toll operators if the schedule were set up on the basis of a per axle charge proposition. In studying over such possibility, I cannot quite visualize where any feasible means could be set up in this regard, keeping in mind that the type of counters which would be used could not distinguish between passenger car axle and a truck axle and that we would have a differential per axle rate as between passenger vehicles and trucks. In any case I think that the nebulous results which might be obtained would be more than offset by the advantages of cleaving to one-coin fares as pointed out in the Smith Report and which I think are well-founded.

Mr. Paxson points out that our cost figure of $14,000,000 included an item for interest and financing cost during the period of construction whereas the Smith report adds on an amount of $1,750,000 for interest and financing costs during construction to arrive at a total figure for bonds required of $15,750,000. Mr. Paxson further points out that our thinking has been in terms of a ten-year amortization period and requests that recomputations be made with respect Table 16 as contained in the Smith report based on $14,000,000 bond issue and using three different toll schedules as follows:

1. The toll schedule suggested by Wilbur Smith in Table 9.
2. The following toll schedule: passenger cars and pickups - 10 cents with an additional 5 cents for each axle of passenger car trailers; two-axle trucks - 25 cents with an additional 10 cents for each axle; buses - flat rate, 50 cents; motor cycles - flat rate, 10 cents.
3. If these schedules do not show the bonds retired in 10 years, a schedule in which passenger cars are charged 15 cents with an additional 5 cents per axle and trucks 35 cents for the two-axle vehicle with an additional 10 cents per axle.

Regards Item 1. above, I refer you to Table 16-A attached. You will note that with the lesser figure of $14,000,000 for the amount of the bond issue, that there is only a slight gain in terms of the amortization period wherein the indebtedness would be paid off in fourteen years as against in sixteen years.

Turning to recomputation as per Item 2, we do not have good basic information from which to classify traffic by the number of axles and could only make some assumptions. I point out further that the big proportion of income on any toll schedule is going to accrue from passenger car traffic unless there is an extreme unbalancing of differential charges between passenger vehicles and trucks such as will provide an unequitable high toll for trucks to offset the small volume thereof, percentage-wise. In the light of the foregoing I have not attempted any recomputation on the basis of a toll schedule as set forth in Item 2 above.

Turning to schedule as set forth in item 3 above, again such toll hinges on vehicle classification by number of axles which we do not have and, therefore, cannot make the necessary recomputation. In lieu of toll schedule as per Item 3, I invite your attention to a toll schedule as per Table 9-B attached. This schedule is essentially a 25 to 50 and 75 cent charge for passenger cars, solo trucks and combinations respectively with a 40 per cent reduction for commuter tickets in lieu of 20 per cent as has been used in Table 9 of the Smith report. Such a schedule again cleaves to the one-coin fare with a greater concession to local commuters, (40 per cent reduction) which should relieve objections to a higher rate on the part of local people forming an appreciable block of the bridge traffic. Also, this schedule in terms of revenue would pretty closely approximate Item 3 above. With revenue as per schedule in Table 9-B, the bond indebtedness would pay off in a period of six years as shown in Table 16-B.

Turning to the thought of a toll schdule as would amortize over a period of ten years, from study of Table 16-A and 16-B plus some rough calculations, a 20 cent charge for passenger vehicles would be necessary to put the amortization period at ten years, keeping in mind again that the toll for passenger vehicles is going to be the controlling factor as regards revenue.

The Smith report indicates (top of Page 41) that a level debt service factor of 1.5+ is generally desired on the part of toll bridge investors. With toll schedule and amortization as per Tables 9-B and 16-B, a level debt service factor on ten-year bonds at 3 per cent would be 1.27 for the first year coverage with an average of 1.43 over the life of the bonds, which values fall somewhat short of the desired 1.5 factor. For twelve year bonds at 3 per cent the level debt service factor for the first year coverage would be 1.54 and 1.78 average over the life of the bonds.

Conclusions

Considering several objectives: Desirability of cleaving to a one-coin fare schedule; paying off the indebtedness within a ten-year period; and, as indicated in the Smith report, a financing program as would maintain a level debt service factor of 1.5+ that the following proposition be considered:

1. That the toll schedule at the outset be as per Table 9-B;
2. That the $14,000,000 capital outlay be financed with twelve-year bonds with proviso that bonds may be called prior to expiration of the twelve-year period if such proves desirable;
3. That the toll schedule as per 1. above be revised downward to that schedule as contained in Table 9 of the Smith report at such time following opening of the bridge as may appear financially feasible.

F. B. Crandall
Traffic Engineer

RECEIVED
JUN 17 1955
OFFICE OF
STATE HIGHWAY ENGINEER

FBC:jr
Attachments

cc - C. S. Paxson

P.S. If you wish anything further regards this matter during my absence from the office, Messrs. Val Johnson and Don Johnson have familiarized themselves with the subject matter and can care for any additional computational work you may desire.

FBC

Table 16-A

Portland-Vancouver Interstate Bridge

ILLUSTRATIVE BOND RETIREMENT SCHEDULE

SCHEME II - TOLL PLAN B

Year	Income Available For Debt Service	Assumed Interest (3%)	Bonds Retired	Bonds Outstanding Beginning of Year
1959	$ 1,025,638	$420,000	$ 605,000	$14,000,000
1960	1,066,560	401,850	664,000	13,395,000
1961	1,109,125	381,930	727,000	12,731,000
1962	1,149,799	360,120	789,000	12,004,000
1963	1,188,283	336,450	851,000	11,215,000
1964	1,224,283	310,920	913,000	10,364,000
1965	1,258,515	283,530	974,000	9,451,000
1966	1,289,707	254,310	1,035,000	8,477,000
1967	1,317,601	223,260	1,094,000	7,442,000
1968	1,341,959	190,440	1,151,000	6,348,000
1969	1,366,831	155,910	1,210,000	5,197,000
1970	1,388,883	119,610	1,269,000	3,987,000
1971	1,411,326	81,540	1,329,000	2,718,000
1972	1,429,693	41,670	1,389,000	1,389,000
1973	1,448,339			
1974	1,467,268			
1975	1,481,841			
1976	1,496,599			
1977	1,511,545			
1978	1,526,680			
Next 8 Years	1,526,680			
Total	$38,713,915	$3,561,540	$14,000,000	

	Single Trip	Commuter
Pass. Cars	0.10	0.08
" " + Trailers	0.20	—
Light Trucks (6000# —)	0.10	0.08
Other Single Unit Trucks	0.25	0.20
Truck combinations	0.50	0.40
Busses	0.50	0.40
Motorcycles	0.10	0.08

Plot toll to use Vancouver Bridge traffic

Table 16-B

REVISED BOND RETIREMENT SCHEDULE

Year	Revenue Available For Debt Service	Bond Interest (3%)	Bonds Redeemed	Bonds Outstanding Beginning of Year
1959	$ 2,531,080	$ 420,000	$ 2,111,000	$14,000,000
1960	2,624,693	356,670	2,268,000	11,889,000
1961	2,721,792	288,630	2,433,000	9,621,000
1962	2,814,878	215,640	2,599,000	7,188,000
1963	2,903,314	137,670	2,765,000	4,589,000
1964	2,986,478	54,720	1,824,000	1,824,000
1965	3,064,765			
1966	3,136,597			
1967	3,201,429			
1968	3,258,754			
Totals	$29,243,780	$1,473,330	$14,000,000	

Not used To
work Falls
Bridge Deck

Table 9-5

REVISED TOLL SCHEDULE

Class of Vehicles	Toll Charge	No. Vehicles	Revenue
Passenger Cars - Regular (60%)	25	6,737,400	$1,684,350
- Commuter (40%)	15	4,491,600	673,740
Passenger Cars and Trailers - (No Commuter Rate)	50	64,000	32,000
Light Trucks - Regular (50%)	25	364,000	91,000
- Commuter (50%)	15	364,000	54,600
Other Single Units - Regular (20%)	50	81,800	40,900
- Commuter (80%)	30	327,200	98,160
Truck Combinations - Regular (20%)	75	53,600	40,200
- Commuter (80%)	45	214,400	96,480
Buses - Commuter (100%)	45	77,000	34,650
Total		12,755,000	$2,846,080

Not sent to Wash. Toll Bridge Auth.

Table 9-B

REVISED TOLL SCHEDULE

Class of Vehicles	Toll Charge	No. Vehicles	Revenue
Passenger Cars - Regular (60%)	25	6,737,400	$1,684,350
- Commuter (40%)	15	4,491,600	673,740
Passenger Cars and Trailers - (No Commuter Rate)	50	64,000	32,000
Light Trucks - Regular (50%)	25	364,000	91,000
- Commuter (50%)	15	364,000	54,600
Other Single Units - Regular (20%)	50	81,800	40,900
- Commuter (80%)	30	327,200	98,160
Truck Combinations - Regular (20%)	75	53,600	40,200
- Commuter (80%)	45	214,400	96,480
Buses - Commuter (100%)	45	77,000	34,650
Total		12,755,000	$2,846,080

NOT SENT TO

Washington Toll Bridge Authority

Table 16-A

Portland-Vancouver Interstate Bridge

ILLUSTRATIVE BOND RETIREMENT SCHEDULE

SCHEME II - TOLL PLAN B

Year	Income Available For Debt Service	Assumed Interest (3%)	Bonds Retired	Bonds Outstanding Beginning of Year
1959	$ 1,025,638	$420,000	$ 605,000	$14,000,000
1960	1,066,560	401,850	664,000	13,395,000
1961	1,109,125	381,930	727,000	12,731,000
1962	1,149,799	360,120	789,000	12,004,000
1963	1,188,283	336,450	851,000	11,215,000
1964	1,224,283	310,920	913,000	10,364,000
1965	1,258,515	283,530	974,000	9,451,000
1966	1,289,707	254,310	1,035,000	8,477,000
1967	1,317,601	223,260	1,094,000	7,442,000
1968	1,341,959	190,440	1,151,000	6,348,000
1969	1,366,831	155,910	1,210,000	5,197,000
1970	1,388,883	119,610	1,269,000	3,987,000
1971	1,411,326	81,540	1,329,000	2,718,000
1972	1,429,693	41,670	1,389,000	1,389,000
1973	1,448,339			
1974	1,467,268			
1975	1,481,841			
1976	1,496,599			
1977	1,511,545			
1978	1,526,680			
Next 8 Years	1,526,680			
Total	$38,713,915	$3,561,540	$14,000,000	

NOT SENT TO

Washington Toll Bridge Authority

Table 16-B

REVISED BOND RETIREMENT SCHEDULE

Year	Revenue Available For Debt Service	Bond Interest (3%)	Bonds Redeemed	Bonds Outstanding Beginning of Year
1959	$ 2,531,080	$ 420,000	$ 2,111,000	$14,000,000
1960	2,624,693	356,670	2,268,000	11,889,000
1961	2,721,792	288,630	2,433,000	9,621,000
1962	2,814,878	215,640	2,599,000	7,188,000
1963	2,903,314	137,670	2,765,000	4,589,000
1964	2,986,478	54,720	1,824,000	1,824,000
1965	3,064,765			
1966	3,136,597			
1967	3,201,429			
1968	3,258,754			
Totals	$29,243,780	$1,473,330	$14,000,000	

5

NOT SENT TO

Washington Toll Bridge Authority

6

Table 9-C

REVISED TOLL SCHEDULE

Class of Vehicles	Toll Charge	1959 No. Vehicles	1959 Revenue
Passenger Cars - Regular (60%)	$0.1500	6,737,400	$1,010,610
- Commuter (40%)	0.1125	4,491,600	505,300
Passenger Cars and Trailers - (No Commuter Rate)	0.3500	64,000	22,400
Light Trucks - Regular (50%)	0.1500	364,000	54,600
- Commuter (50%)	0.1125	364,000	40,950
Other Single Units - Regular (20%)	0.3500	81,800	28,630
- Commuter (80%)	0.2625	327,200	85,890
Truck Combinations - Regular (20%)	0.5000	53,600	26,800
- Commuter (80%)	0.3750	214,400	80,400
Buses - Commuter (100%)	0.3500	77,000	26,950
Total		12,755,000	$1,882,530
Less maintenance and operations			315,000
Net available for debt service			$1,567,530

NOT SENT TO
Washington Toll Bridge Authority

7/5/55

Table 16-C

Portland-Vancouver Interstate Bridge

REVISED BOND RETIREMENT SCHEDULE

Year	Revenue Available For Debt Service	Assumed Interest (3%)	Bonds Retired	Bonds Outstanding Beginning of Year
1959	$ 1,567,500	$ 420,000	$ 1,147,500	$ 14,000,000
1960	1,627,400	385,600	1,241,800	12,852,500
1961	1,689,600	348,300	1,341,300	11,610,700
1962	1,749,100	308,100	1,441,000	10,269,400
1963	1,805,600	264,900	1,540,700	8,828,400
1964	1,858,600	218,600	1,640,000	7,287,700
1965	1,908,700	169,400	1,739,300	5,647,700
1966	1,954,500	117,300	1,837,200	3,908,400
1967	1,995,700	62,100	1,933,600	2,071,200
1968	2,031,900	4,100	137,600	137,600
1969	2,068,800	-	-	-
1970	2,101,400	-	-	-
1971	2,134,500	-	-	-
1972	2,161,900	-	-	-
Total 10 years	18,188,600	2,298,400	14,000,000	
Total 12 years	22,358,800	2,298,400	14,000,000	
Total 14 years	26,655,200	2,298,400	14,000,000	

SEE ITEM TO

Washington Toll Bridge Authority

7/5/55

Table 16-D

Revised bond retirement schedule shown on Table 16-C assumes 16 year call-bonds at 3 per cent interest. Safety factor ratios are as follows:

16 year Bonds at 3%

Annual interest and amortization, 14 year earnings = $ 1,239,420

Level debt service ratios

First year coverage =	1.26
Average coverage over life of bonds =	1.54

7/5/55

[illegible] TO

Washington Toll Bridge Authority

FORM E-30 25M 9-51 52315

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
June 14, 1955

SUBJECT:

To: Mr. R. H. Baldock

Herewith a copy of the traffic report submitted by Wilbur Smith and Associates on the Portland-Vancouver Interstate Bridge. This was presented at a meeting yesterday in Olympia by Mr. Wynn of the Smith company. Mr. Wynn emphasized that this is a very preliminary report, and he does not want it to have any general circulation as he expects to revise it after we have made our comments on it.

I have gone through the report quite carefully and have discussed it with Mr. Crandall. I am attaching a copy of my memorandum to Mr. Crandall.

On the top of page 4 is a statement that recent investigations show a bridge at Astoria to be feasible. Mr. Wynn took this statement from a newspaper article. When we explained the matter, he agreed that it should not occur in the report.

There is another minor error on page 27, in the first sentence of the second paragraph where he says that the new bridge is to be four-lane capacity. This will also be corrected in the final draft.

I told Mr. Hedges, Secretary of the Washington Toll Bridge Authority, that I would try to get our comments back to him as soon as practical so that he could send them on to the Smith company.

We expect to have another meeting early in July to go over the final report.

G. S. Paxson

GSP:gm
Attach.

FORM E-30 25M 9-51 52315

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
June 14, 1955

SUBJECT: Traffic survey, Portland-Vancouver Interstate Bridge

To: Mr. F. B. Crandall

I gave you a copy of the preliminary report submitted by Wilbur Smith and Associates on the traffic survey for the Portland-Vancouver Interstate Bridge. I would appreciate having you look this report over very carefully and give Mr. Baldock your opinion of the report, particularly as to the chapters on traffic studies, toll bridge traffic and earnings, and feasibility.

In Table 9 on page 29 of the report is the toll schedule suggested by Wilbur Smith. In this toll schedule he has included trucks under 6,000 pounds gross with the passenger cars. This would cover pick-ups and light delivery trucks and is along the lines we have been anticipating. In the heavier trucks, however, he has started out with single-unit vehicles, regardless of whether they have two or three axles, at a base rate of 25 cents and has made only one other division, which would include all truck-trailer and semitrailer combinations, at a rate of 50 cents. We have been thinking of more divisions for truck traffic starting out with a base rate of 25 cents for the two-axle truck and adding 10 cents per axle for all trucks having more than two axles.

The Smith schedule would be easier to handle especially in view of the fact that all tolls would be in single coins rather than combinations such as would be necessary for 15 cents, 35 cents, etc. In his toll schedule he also suggests a flat reduction of 20 per cent for a commuter's rate to be handled by selling books of tickets.

In his feasibility section he shows Scheme I and Scheme II. Scheme I contemplates only the building of the new bridge, while Scheme II covers both the building of the new bridge and the revisions to the existing bridge. Since we are definitely committed by our agreement with Washington to go ahead with the remodeling of the existing bridge, I believe Scheme I should be eliminated entirely from the report, as it only confuses the matter. In both of these schemes Wilbur Smith has used the figure of $14,000,000 as a construction cost. In our estimates which are summarized in the memorandum to the file dated April 28, 1955, we come up with a total cost, for the construction of the new bridge and the remodeling of the existing bridge, of $13,171,455. This sum includes interest during construction at 3½ per cent but does not include the miscellaneous financing cost. It is my opinion that a figure of $14,000,000 is ample as a total amount of bond issue.

In Table 16, which is the last table in the report, he shows that we would need 15 years to retire the bonds. We have been thinking in terms of a 10-year period, and I would like to have you recompute this table based upon a $14,000,000 bond issue using three different toll schedules.

1. The toll schedule suggested by Wilbur Smith in Table 9.

2. The following toll schedule: passenger cars and pickups - 10 cents with an additional 5 cents for each axle of passenger car trailers; two-axle trucks - 25 cents with an additional 10 cents for each axle; buses - flat rate, 50 cents; motor vehicles - flat rate, 10 cents.

3. If these schedules do not show the bonds retired in 10 years, a schedule in which passenger cars are charged 15 cents with an additional 5 cents per axle and trucks 35 cents for the two-axle vehicle with an additional 10 cents per axle.

The Wilbur Smith Associates are anxious to have our comments as soon as practical as it will take at least a month to get the report printed and bond negotiations cannot be completed until this report is out. It would be appreciated if you could handle this matter at your earliest convenience.

G. S. Paxson

GSP:gm

cc Mr. R. H. Baldock

RECEIVED
JAN 27 1956
FOR FILING

7911
4453

January 6, 1956

Mr. W. A. Bugge, Director
Department of Highways
Transportation Building
Olympia, Washington

Dear Mr. Bugge:

I am enclosing a copy of a draft of special provisions which we propose for the Interstate Bridge across the Columbia River between Portland and Vancouver. I am also enclosing copies of two sections to be inserted in these specifications - one conforming with the Washington law as to selection of labor, which is referred to in Art. 7.02 of your standard specifications, and one concerning prevailing labor rates, which follows the specification given in your Art. 7.02B. From a study of the Revised Washington Statutes, it appears that these articles must be included in all contracts for public work in Washington.

You will note that under the specifications for prevailing wage rates you are to furnish the prevailing wage rates applicable for the Vancouver area. You will also note that the liquidated damage specification is not included. Our attorneys are still working on this, and I will get it to you as soon as I can and will at least have it for the Vancouver meeting. I am enclosing a copy of our standard specifications for highway bridge construction. The movable bridge specifications I am sure are already in your files.

I have discussed this matter by telephone with Mr. Higgens and tentatively arranged for a conference at Vancouver, Wednesday, January 11, to discuss any changes that may seem advisable in this draft of specifications.

Our time is getting short if we are to meet the January 13 advertising date, and I hope that you will have time to go over these prior to our meeting in Vancouver.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

O. S. Paxson
Assistant State Highway Engineer

OSP:gm
Attach.
CC Mr. F. M. Stephenson
Mr. Robert May

FORM E-28X—60,000—10-54—79484

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
January 5, 1956

SUBJECT: Requirements of Washington Law in re Vancouver-Portland Bridge Contract

To: Mr. R. L. May, Jr.
Assistant Counsel
O f f i c e

Pursuant to your oral request of this date, I have reviewed the Washington statutes to determine the specific provisions required by Washington law to be inserted in public contracts entered into by the State of Washington.

My research, limited by the time available, discloses that there are three such provisions, which are as follows:

Chapter 39.12 of Revised Washington Statutes is concerned with "prevailing wages on public works" and establishes an hourly minimum rate of wages which is to be not less than the prevailing rate of wage in the area. The chapter further provides that the specifications for all public contracts shall contain a provision stating the hourly minimum rate of wage which may be paid to laborers, workmen or mechanics in each trade or occupation, and that the contract shall contain a stipulation that all such laborers shall be paid not less than the minimum rates established.

Chapter 39.16 of Revised Washington Statutes provides for a preference for the employment of Washington residents in public construction, stating that the employees shall be 95% Washington residents when more than 50 persons are employed and 90% Washington residents when less than 50 persons are employed. The chapter further requires that the provisions be written into every public contract.

Chapter 49.28 of Washington Revised Statutes provides a policy of an 8 hour working day for all persons employed in public construction except in defined extreme emergencies and further requires a stipulation to this effect in all public contracts.

In addition to the above contract provisions, ~~of~~ Chapter 39.08 of Washington Revised Statutes, ~~come e~~ dealing with bond requirements for public contracts, ~~and~~ requires a bond conditioned on the full performance of all provisions of the contract and that all laborers, mechanics, subcontractors, material men and all persons who supply the contractor or subcontractors with provisions and supplies be paid and further provides that the bond shall be in the full amount of the contract.

NOTED
G. S. PAXSON

In addition to the foregoing statutory requirements, the State of Washington will probably request inclusion of Section 7.01 of their Standard Specifications for Road and Bridge Construction, which said section is concerned with the Washington laws to be observed by the contractor.

If provisions are included in the Vancouver-Portland bridge contract to comply with these Washington statutes, we can use the language contained in Washington's Standard Specifications for Road and Bridge Construction.

Leslie B. Hampton
Assistant Attorney

LBH:jv

cc: G. S. Paxson

7971 Vancouver Interstate and Oregon Slough Bridge Folder #4

#4653 1955

RECEIVED
DEC 27 1955
FOR FILING

7971
46 53

December 22, 1955

Massman Construction Co.
3917 Boradway
Kansas City 11, Missouri

Attention: Mr. J. E. Davidson

Gentlemen:

We intend to advertise for bids on the Portland-Vancouver Bridge across the Columbia River on January 13 with opening of the bids on March 1. It is our present intention to advertise the main structure and the structure over Oregon Slough as one contract including both substructure and superstructure.

If your company is interested in bidding on this work, I would call your attention to the Oregon law requiring the prequalification of bidders.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

G. S. Paxson
Assistant State Highway Engineer

GSP:gm

NOTED
G. S. PAXSON

MASSMAN CONSTRUCTION CO.

General Contractors

3917 BROADWAY

KANSAS CITY 11, MISSOURI

NOTED
W. C. WILLIAMS

PLEASE ADDRESS REPLY TO THE COMPANY
ATTENTION OF THE WRITER

December 16, 1955

Mr. R. H. Baldock
State Highway Engineer
Oregon State Highway Department
Salem, Oregon

Dear Sir:

We have been following with interest the status of your proposed bridge across the Columbia River between Portland and Vancouver, Washington; and, understand from the press notices that you will shortly advertise for bids on this project.

We would appreciate your advising us, at your convenience, and if possible, whether this job is to be let as a turn-key project or is to be let in sections - such as one contract for the substructure and one for the superstructure. Any preliminary information you can give us will be greatly appreciated.

Yours very truly,

MASSMAN CONSTRUCTION CO.

By _____
J. E. Davidson
Executive Vice President

JED:bl

RECEIVED
DEC 19 1955
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
C. S. PAXSON

MASSMAN CONSTRUCTION CO.

General Contractors

3817 BROADWAY

KANSAS CITY 11, MISSOURI

NOTED
W. C. WILLIAMS

PLEASE ADDRESS REPLY TO THE COMPANY
ATTENTION OF THE WRITER

December 16, 1955

Mr. R. H. Baldock
State Highway Engineer
Oregon State Highway Department
Salem, Oregon

Dear Sir:

We have been following with interest the status of your proposed bridge across the Columbia River between Portland and Vancouver, Washington; and, understand from the press notices that you will shortly advertise for bids on this project.

We would appreciate your advising us, at your convenience, and if possible, whether this job is to be let as a turn-key project or is to be let in sections - such as one contract for the substructure and one for the superstructure. Any preliminary information you can give us will be greatly appreciated.

Yours very truly,

MASSMAN CONSTRUCTION CO.

By J. E. Davidson
J. E. Davidson
Executive Vice President

JED:bl

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DEC 19 1955
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
G. S. PAXSON

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ARTHUR B. LANGLIE, Governor
Chairman of Authority
SAM REED, Ellensburg
RALPH M. DAVIS, Chairman
Public Service Commission
R. A. MOSSO, Chairman
State Highway Commission
H. D. VAN EATON, Director
Department of General Administration

7971
4653

STATE OF WASHINGTON

W. A. BUGGE, Director of Highways
Ex Officio Member
D. B. HEDGES
Secretary of Authority

WASHINGTON TOLL BRIDGE AUTHORITY

TRANSPORTATION BUILDING
OLYMPIA, WASHINGTON

December 15, 1955

The Oregon State Highway Commission
Salem, Oregon

Re: Proposed Vancouver-Portland Interstate Toll Bridge

Gentlemen:

Attached is the Washington Toll Bridge Authority Revolving Fund warrant No. 105, dated December 14, 1955, in the amount of $1,646.79. This warrant is in payment of labor, equipment rental and miscellaneous materials used during the period October 18th through November 19th, 1954, for work performed on the proposed Interstate Bridge between Vancouver, Washington and Portland, Oregon, in accordance with our agreement dated August 9, 1954.

Very truly yours,

WASHINGTON TOLL BRIDGE AUTHORITY

By: D. B. HEDGES
Secretary

DBH:hm
KRH
Att.

NOTED
FLOYD QUERY

RECEIVED
DEC 19 1955
OREGON
STATE HIGHWAY COMMISSION

Check'd & sent to acc't 12-19-55

FORM E-122 20M REVISED 8-55

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DEC 21 1955
FOR FILING
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4653

COMMISSIONERS
BEN R. CHANDLER, CHAIRMAN
Coos Bay
CHAS. H. REYNOLDS, MEMBER
La Grande
M. K. McIVER, MEMBER
Portland
H. B. GLAISYER
SECRETARY

OREGON
STATE HIGHWAY DEPARTMENT
SALEM

R. H. BALDOCK
STATE HIGHWAY ENGINEER
W. C. WILLIAMS
1ST ASST. STATE HWY. ENGR.
W. W. STIFFLER
2ND ASST. STATE HWY. ENGR.
C. W. ENFIELD
CHIEF COUNSEL

December 13, 1955

Mr. C. K. Glase, Planning Engineer
Department of Highways
220 Transportation Building
Olympia, Washington

Dear Mr. Glase:

The construction of a new bridge across the Columbia River between Portland and Vancouver by our two departments developes the problem of continuing our permanent traffic count station at this location. Several thoughts have been advanced; one is to install a permanent station on the proposed southbound structure and adjust our present recorders on the existing structure, (northbound). By so doing, it appears that there would, during the period the structure is under toll operation, be a duplication of effort between our counting mechanism and the count obtained at the toll plaza.

It would be appreciated if you would discuss with the Washington Toll Bridge Authority the possibility of obtaining hourly traffic volume data by direction such as would be suitable for determining traffic trends similar to those that we currently obtain and furnish to you. It would be presumed that if we could obtain records from the Washington Toll Bridge Authority that your department would assume this responsibility. If we can obtain such data, it might be well to forego a permanent counting installation during the period the structure is under toll and use our equipment at other locations, bearing in mind that at such time as the toll is lifted from the structure, we would immediately install a permanent traffic count station.

Very truly yours,

W. C. Williams
Deputy State Highway Engineer

by F. B. Crandall

F. B. Crandall
Traffic Engineer

cc: C. B. Polk
W. C. Williams
G. S. Paxson

RECEIVED
DEC 14 1955
OFFICE OF
STATE HIGHWAY ENGINEER

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DEC 5 1955
FOR FILING
7971
4/63

COMMISSIONERS
W. F. MCGUIRE, CHAIRMAN
TACOMA
[illegible]
BREMERTON
E. C. BUNTLEY, MEMBER
OLYMPIA
H. E. MORGAN, MEMBER
LONGVIEW
OSCAR E. STONE, MEMBER
SPOKANE

STATE OF WASHINGTON
ARTHUR B. LANGLIE, GOVERNOR

WASHINGTON STATE HIGHWAY COMMISSION
DEPARTMENT OF HIGHWAYS

W. A. BUGGE, DIRECTOR
TRANSPORTATION BUILDING
OLYMPIA

DISTRICT OFFICES
NO. 1 SEATTLE 4
430 SPOKANE ST.
NO. 2 WENATCHEE
P. O. BOX 98
NO. 3 OLYMPIA
P. O. BOX 527
NO. 4 VANCOUVER
4300 MAIN STREET
NO. 5 YAKIMA
P. O. BOX 98
NO. 6 SPOKANE 21
N. 2820 MAYFAIR ST.

December 2, 1955

W. C. Williams

Mr. W. C. Williams
Deputy State Highway Engineer
Oregon State Highway Department
Salem, Oregon

Dear Mr. Williams:

Attached is a copy of a letter, dated November 30, 1955, from Mr. Lorenz Goetz, Secretary of the Washington State Highway Commission, relative to the request of the Commission that the specifications for the construction of the second interstate bridge incorporate the provision that the contractor shall comply with the Washington State Public Works Laws. This was discussed with you on the telephone by Mr. George Stevens, Bridge Engineer, on November 30.

Mr. D. B. Hedges, Secretary of the Washington Toll Bridge Authority, just advised me that he had received word from the Washington State Tax Commission that it will be necessary to incorporate in these specifications on the same project that the contractor will be subject to payment of the 3-1/3% Washington state sales tax on all materials that are used in this bridge construction lying within the boundaries of the State of Washington.

Mr. Stevens remarked to me that you had agreed that these two provision will be incorporated in the specifications for this bridge construction. These provisions will also apply at a subsequent date on that portion of the remodeling of the existing bridge that will be within the boundaries of the State of Washington.

Very truly yours,

W. A. BUGGE
Director of Highways

H. C. Higgins

By: H. C. HIGGINS
Office Engineer

WAB/rr
HCH
Enc.
cc: Mr. Stevens
Mr. Hedges

RECEIVED
DEC 5 1955
STATE HIGHWAY COMMISSION

COMMISSIONERS

E. C. HUNTLEY, CHAIRMAN
COLFAX

R. E. HENSEL
BREMERTON

H. E. MORGAN
LONGVIEW

O. E. STONE
SPOKANE

R. A. MOISIO
TACOMA

LORENZ GOETZ, SECRETARY
OLYMPIA

STATE OF WASHINGTON
ARTHUR B. LANGLIE, GOVERNOR

WASHINGTON
STATE HIGHWAY COMMISSION
DEPARTMENT OF HIGHWAYS

W. A. BUGGE, DIRECTOR
TRANSPORTATION BUILDING
OLYMPIA

DISTRICT OFFICES

NO. 1 SEATTLE 4
450 SPOKANE ST.

NO. 2 WENATCHEE
P. O. BOX 98

NO. 3 OLYMPIA
P. O. BOX 327

NO. 4 VANCOUVER
4200 MAIN STREET

NO. 5 YAKIMA
P. O. BOX 52

NO. 6 SPOKANE 21
N. 2820 MAYFAIR ST.

November 30, 1955

COPY

Mr. W. A. Bugge
Director of Highways
Olympia, Washington

Dear Sir:

During its regular meeting on November 17, 1955, the State Highway Commission requested that the Director of Highways work with the Oregon State Highway Department to provide a specification in the contract for the construction of the second interstate bridge over the Columbia River at Vancouver that the contractor shall comply with the Washington State Public Works Laws.

Very truly yours,

WASHINGTON STATE HIGHWAY COMMISSION

By: LORENZ GOETZ
Secretary

LG:lw

RECEIVED
DEC 6 - 1955
FOR FILING

FORM E30—80M—10-54—79465
2171
4652

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Nov. 28, 1955

SUBJECT: Interstate Bridge

To: Mr. Robert L. May, Jr.
Assistant Counsel
O f f i c e

W. C. WILLIAMS

Dear Mr. May:

In accordance with your request I attended a conference held in the District offices of the Washington State Highway Department at Vancouver, Washington. The meeting opened promptly at 10:00 A.M. on November 25, 1955, there being present the following representatives:

Washington Highway Department:

W. A. Bugge - Director of Highways
George Stevens - Bridge Engineer
H. C. Higgins - Office Engineer
P. J. McKay - District Engineer

Darrell B. Hedges - Secretary, Washington Toll Bridge

Finance:

Dick Thorgrimson - Supreme Court Ruling
Lyle Wilson - Bonds Ruling

Oregon Highway Department:

B. R. Chandler - Chairman, Oregon Highway Commission
R. H. Baldock - State Highway Engineer
W. C. Williams - Deputy State Highway Engineer
P. M. Stephenson - Bridge Engineer

Charlie Peterson - Assistant Attorney General, State of Oregon

Mr. Bugge presided. Mr. Thorgrimson related the status of the mandamus suit. The writer advised that the 7 copies of stipulation waiving time to petition for rehearing had been received from Olympia,

signed and forwarded to Mr. A. Devitt Jones, prosecuting attorney, at Vancouver, Washington.

Mr. Lyle F. Wilson, Chairman, Advisory Committee (Bonds) was asked by Mr. Bugge concerning his recommendations relative to the bond issue. They are contained in the letter of Mr. Wilson to Mr. Hedges, Secretary of the Washington Toll Bridge Authority, dated November 23, 1955. See attached copy "B".

It is contemplated that both "propositions" will be submitted to the underwriters——that is to say, item 1 and item 2 shown on Mr. Wilson's letter. There was some discussion as to whether a fifteen or a thirteen year "spread" be used. The fifteen year spread was finally agreed upon.

Bonds will be dated..... March 1, 1956
Completion date of both structures..... December 30, 1959
Tolls on both structures..... January 1, 1960
Maturity:

Mr. Chandler suggested first call be July 1, 1960. Mr. Thorgrimson and Mr. Wilson thought that date would be too close and suggested the first call date of September 1, 1960, which would provide 8 months tolls instead of 6 months, and save 6 months' interest charges. At this juncture, Mr. Hedges commented that "this will increase amount of bond issue because of interest during construction.", to which Mr. Williams mentioned would amount to about $300,000.00 and Mr. Baldock stated in effect that "we now have on hand over $600,000.00."

Mr. Baldock felt that not more than $3,000,000 should be "open ended", stating that the reconstruction of the old bridge would cost $2,300,000, or a differential of $700,000, and if federal money became a reality (which had been assured in so far as the recommendation stage) there would be plenty of leeway. It was agreed that the $3,000,000 was adequate.

It was agreed that the first bond issue would cover:

1. Design, construction, including engineering and other costs incidental to construction, and expenses incident to issuance and sale of bonds.

2. Right of way——Washington approaches, "provided, however, that Washington shall not claim or be entitled to reimbursement for any such costs and expenses in excess of the total cost and expense of the southerly approaches to said proposed new bridge."

3. Right of way—Oregon approaches.

Basis of the second bond issue:

1. Cost of reconstruction of existing bridge.

2. Cost of plaza.

Mr. Hedges was then asked when funds from bonds would be available, to which inquiry Mr. Hedges in turn inquired dates bids would be called and opened.

Mr. Baldock and Mr. Williams advised that bids would be called January 13, 1956 (Friday) and opened March 1, 1956 (Thursday), and further stated that the contract would allow a period of 60 days in which to make the award.

Mr. Thorgrimson stated that "everything would be ready to go on March 1; that only a few days later the necessary resolution would be ready for action of the Washington Toll Bridge Authority; and thirty days would be required in which to print and deliver the bonds."

During this phase of the discussion Mr. Hedges and Mr. Wilson agreed that a call for bids on April 15, 1956, would allow "ample time."

Thus it appeared that the 60 days in which to make award after opening of contract bids on March 1, 1956, would be adequate to perfect interim financing details, and acceptance by the Toll Bridge Authority of a bid on the bonds.

Incidentally, at this juncture Mr. Baldock requested representatives of the Washington Toll Bridge Authority and of the Washington Highway Department be present at the opening of contract bids on March 1, 1956. Mr. Hedges and Mr. Bugge assented.

Mr. Baldock then brought up the matter of liquidated damages for possible non-performance within the contract period. He felt the figure should be enough to carry interest of $400,000.00 on a "working day basis" or about $1100.00 per day, to which he stated should be added "damage to the public" through loss of tolls in a figure of about $3,000.00. Mr. Baldock suggested a figure of $4,000.00 per day. Agreed.

Mr. Bugge (I believe) next mentioned the matter of workmens' compensation. Mr. Baldock stated that the matter had been worked out at a prior meeting attended by Mr. Glen Paxson. Mr. Baldock directed Mr. Stephens to look into this aspect with Mr. Paxson and report to Mr. Bugge.

Someone brought up the item of Washington's 3% sales tax. Mr. Hedges will contact the Washington Tax Department but felt certain that the contractors would have to pay the sales tax on steel and other material purchases required for the bridge on the Washington side of the channel. It appeared to be agreed that the contract should show the liability of the contractor for such sales tax item.

Mr. Thorgrimson asked if the Washington Toll Bridge Authority would have to officially act upon the proposals outlined by Mr. Wilson. Mr. Bugge replied in the affirmative. Mr. Babcock directed Mr. Williams to present this matter to the Oregon State Highway Commission.

Mr. Hedges mentioned insurance stating that the premium cost would be perhaps $40,000 to $45,000, which must be of course included in the bridge cost.

Mr. Chandler asked Mr. Thorgrimson whether there would be any question about the legal opinion as to validity of the bonds. Mr. Thorgrimson replied, "No question."

Mr. Bugge made inquiry which is paraphrased from memory, "Suppose at some later time the Congress pass an enactment permitting payment to states of perhaps up to 50% of costs of interstate bridges, what of funds received from the sale of contemplated bonds?" After some discussion, Mr. Bugge agreed that the forthcoming issues should not provide for such a contingency.

The meeting adjourned about 11:20 A.M.

In connection with the foregoing and "things to be done", from this point forward your attention is noted to the following:

Under the provisions of "THINGS TO BE DONE BY THE STATE OF OREGON" the writer assumes the design, plans and specifications have been approved by Washington and the Authority, and by the Secretary of the Army if he has issued his order all as mentioned in Section 2 under the above heading.

In pursuance of the same section 2, Oregon shall prepare and publish calls for construction bids and "when bids have been received, opened and publicly read, submit a complete report of the same to the Authority, and to the Secretary of the Army in the event the Secretary has issued an order pursuant to the "Truman-Hobbs Act, requiring alteration or reconstruction of the existing bridge."

It will be noted above that representatives of both the Washington Highway Department and Washington Toll Bridge Authority will be present at opening of bids. However, the "complete report" should be submitted on the record.

If a satisfactory bid is received, Section 3 requires approval of the same by Oregon and the Authority and further that award be made "in the name of the State of Oregon, by and through its State Highway Commission, and the State of Washington, at the direction of the Washington Toll Bridge Authority."

The same section 3 sets up a provision requiring action by the Secretary of the Army relative to reconstruction of the existing bridge.

With regard to the "resolution or trust indenture" setting up covenants between the Authority and its bond holders," as set out in section 2 under the provisions "THINGS TO BE DONE BY THE WASHINGTON TOLL BRIDGE AUTHORITY," it will be recalled that Mr. Thorgrimson at the above meeting stated such resolution would be ready for action by the Authority shortly after March 1, 1956. This section 2 alluded to further provides that such resolution or trust indenture "be approved by Oregon,".

Section 3 requires the Authority to prepare and publish a call for competitive bids for the sale of the bonds. It further requires that such call "be approved by Oregon,". Mr. Hedges plans to call for bond bids about April 15, 1956. Thus, on this matter also it would seem that our Highway Commission should be on record as regularly approving the same prior to publishing the call.

Under Section 4 it is noted that prior to acceptance of any bond bid such bid shall be "satisfactory to Oregon." Another agenda item of business for our Highway Commission which should be sandwiched in before issuance and sale of the bonds.

It is the thought of this writer that on the subject of classification and amounts of tolls to be charged and collected (see section 6 under this heading), Oregon should at all times on the record insist upon a definite part in setting the same. There will thus be a "fait accompli" on the record should some citizen elect to try out in the Oregon or Federal courts the claimed "redelegation of duties" brought up by the Washington State Auditor in the "Yelle mandamus proceeding."

Yours very truly,

CHARLES PETERSON
Assistant Attorney

CP:FBC

cc- Mr. C. W. Enfield
Mr. R. N. Baldock
Mr. W. C. Williams

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STATE HIGHWAY COMMISSION

FORM E-123X 2M 2-55

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Ballot 7121
Vol. 46 53

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SECRETARY

OREGON
STATE HIGHWAY DEPARTMENT

SALEM

R. H. BALDOCK
STATE HIGHWAY ENGINEER
W. C. WILLIAMS
1ST ASST. STATE HWY. ENGR.
W. W. STIFFLER
2ND ASST. STATE HWY. ENGR.
C. W. ENFIELD
CHIEF COUNSEL

November 28, 1955

Mr. Ben R. Chandler, Chairman
State Highway Commission
P. O. Box 809
Coos Bay, Oregon

Mr. Chas. H. Reynolds, Member
State Highway Commissioner
P. O. Box [illegible]
La Grande, Oregon

Mr. M. K. McIver, Member
State Highway Commissioner
[illegible] S. W. Broadway
Portland 5, Oregon

Re: State of Washington, et al.
v.
Cliff Kelle
Supreme Court of Washington
Our file: L-2362

Gentlemen:

You will recall that at the instance of bond counsel, the above case was instituted in the Supreme Court of the State of Washington for the purpose of resolving certain legal questions which bond counsel felt should be resolved before issuing an opinion as to the validity of bonds to be issued to finance the cost of constructing a new bridge across the Columbia River between Vancouver, Washington and Portland, Oregon.

The Supreme Court of the State of Washington recently handed down a decision favorable to the Oregon and Washington Highway Commissions, and I am enclosing herewith a copy of the decision for your information. You will note that two of the judges dissented; however, bond counsel has advised that the decision is sufficient to permit approval of the issuance of the bonds.

Very truly yours,

C. W. ENFIELD
Chief Counsel

By

ROBERT L. MAY, JR.
Assistant Counsel

RLM:aj
Encl.
cc - Mr. R. H. Baldock
Mr. H. B. Glaisyer
Mr. C. H. Maison

copy:am

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PACIFIC NORTHWEST COMPANY
Seattle 14, Washington

November 23, 1955

Mr. D. C. Hedges, Secretary
Washington Toll Bridge Authority
Transportation Building
Olympia, Washington

W. C. WILLIAMS

Dear Mr. Hedges:

Re: Proposed Vancouver-Portland Toll Bridge

Your Committee met last week, and after considerable discussion arrived at the following suggested plans and terms for your forthcoming issue of bonds, which we offer for your consideration. It would be our suggestion that your call for bids allow the bidder to bid on either one or two plans:

1. All bonds to be terms.

   a. A discount bid not exceeding 1½% be allowed.

   b. Bonds to be callable by lot at a one-point premium beginning with 1959, reducing by 1/4 of 1% annually to a par call after the seventh year.

   c. A mandatory sinking fund be required sufficient to retire all bonds by the fifteenth year.

2. One-half serials and one-half terms.

   a. A discount bid not exceeding 1½% be allowed.

   b. The serial bonds to mature from four to twelve years and the term bonds to be due in fifteen years. After retirement of all term bonds the serials will then be callable by lot in inverse order of maturity. The same call premium as in No. 1.

   c. A reserve fund equal to one year's level debt service requirements be created.

   d. A mandatory sinking fund sufficient to retire the term bonds by maturity be required.

Your Committee will be happy to confer with Mr. Thorgrimson or with your group at any time.

Very truly yours,

COPY

/s/ Lyle F. Wilson
Chairman, Advisory Committee

LFW:ar

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November 17, 1955

Mr. D. B. Hedges, Secretary
Washington Toll Bridge Authority
Transportation Building
Olympia, Washington

Re: Proposed Portland-
Vancouver Interstate
Toll Bridge

Dear Mr. Hedges:

Your letter of November 14 concerning the meeting of the Financial Advisory Committee has been received.

We do not believe that it will be necessary for anyone from this department to make the trip to Seattle, especially in view of the scheduled meeting in Vancouver on the 25th at which time we will be fully advised as to any action they have taken.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

G. S. Paxson
Assistant State Highway Engineer

GSP:gm

NOTED
G. S. PAXSON

ARTHUR B. LANGLIE, Governor
Chairman of Authority

CLIFF YELLE, State Auditor

RALPH M. DAVIS, Chairman
Public Service Commission

R. A. MOISIO, Chairman
State Highway Commission

H. D. VAN EATON, Director
Department of General Administration

STATE OF WASHINGTON

W. A. BUGGE, Director of Highways
Ex Officio Member

D. B. HEDGES
Secretary of Authority

WASHINGTON TOLL BRIDGE AUTHORITY

TRANSPORTATION BUILDING
OLYMPIA, WASHINGTON

November 14, 1955

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Re: Proposed Portland-Vancouver Interstate Toll Bridge

Dear Sir:

I am transmitting, under separate cover, two copies of the traffic and earnings report for the proposed Portland-Vancouver Interstate Toll Bridge as prepared by Wilbur Smith and Associates. The report purports to be the final draft of their feasibility study and unless changes or exceptions are offered, will be in the same form as submitted under separate cover. Please advise this office if you have any suggestions or recommended changes that you feel should be incorporated before the report is run in its final printed form.

As a matter of information, you may or may not have heard that the Supreme Court has handed down a decision on the legal points in question, which decision is favorable. We have not received copies of the decision but at such time as we do, I will make a copy available for your files and reference. In the meantime, we are proceeding to draft the bond resolution and will have our first meeting at 2:00 P.M. on Friday, November 18, at the Pacific Northwest Co. in Seattle.

The Authority has appointed a Financial Advisory Committee to aid and assist in setting up certain of the covenants within the bond indenture in order that we can prepare what we believe is a very desirable bond resolution and one which will meet with wholehearted acceptance by the financial syndicates which will bid on the bonds to finance the proposed facility. The meeting on Friday will deal largely with those phases of the indenture and will be attended by all members of the Financial Advisory Committee as well as bond counsel. If it is convenient and if you so desire, you might wish to have someone from your staff attend the meeting. If such is the case, please advise. I think your attendance would be desirable but do not feel that it is absolutely essential, for in any event the resolution will ultimately be submitted to your agency for review and concurrence.

Very truly yours,

WASHINGTON TOLL BRIDGE AUTHORITY

By: D. B. HEDGES
Secretary

NOTED
G. S. PAXSON

DBH:hm

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Salem, Oregon
November 7, 1955

Mr. P. M. Stephenson

Herewith some literature from M. M. Mossman relative to safety treads on open-grid flooring. This might be worthwhile in connection with stairways or walkways on the Interstate Bridge.

G. S. Paxson

GSP:gm

Attachment

NOTED
G. S. PAXSON

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NOV 1 1955
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October 31, 1955

The District Engineer
Corps of Engineers
U. S. Army
628 Pittock Block
Portland 5, Oregon

Dear Sir:

Reference is made to your letter of October 26 concerning the installation of a stream-gauge well in a pier of the Portland-Vancouver Interstate Bridge.

We have been in contact with Mr. Elmer Fisher of the U. S. Geological Survey, who is also interested in stream-gauging, and have made provisions for the installation of a "Telmark"-type gauge in Pier No. 2, which is the pier just north of the lift span.

I am attaching prints from our Drawings 12334 and 12354 which show the location of the well. This provides for a 10-inch pipe through the cap of the strut between the pier for the new bridge and the existing pier of the old bridge, with a 2-inch pipe to carry the counterweight cable. It is planned to set the instrument in the first floor of the operating house where it will be adequately protected. The details of the installation have been discussed with Mr. Fisher, and they are adequate.

It is our understanding that the U. S. Geological Survey will furnish the instrument itself and install it.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

G. S. Paxson
Assistant State Highway Engineer

GSP:ga
Attach.

cc Mr. P. H. Stephenson

NOTED
G. S. PAXSON

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NOV 2 1955
FOR FILING
ADDRESS REPLY TO THE DISTRICT ENGINEER
(NOT TO INDIVIDUALS)
NPPCW-2
1971
REFER TO FILE NO.

CORPS OF ENGINEERS, U.S. ARMY
OFFICE OF THE DISTRICT ENGINEER
PORTLAND, OREGON DISTRICT
628 PITTOCK BLOCK
PORTLAND 5, OREGON

October 26, 1955

Oregon State Highway Department
Salem,
Oregon

ATTENTION: Mr. G. S. Paxson, Assistant State Highway Engineer

Gentlemen:

Reference is made to our letter of September 1, 1954 and your letter of September 21, 1954, regarding the possibility of incorporating a gage well in one of the piers near the Washington shore of the new Interstate Bridge between Portland and Vancouver.

Information is requested from your office as to whether a decision has been made as to the type of pier to be used on the new bridge, and if plans are far enough advanced so that we could get an idea of the gage well you would install for us.

The Vancouver gage is an important station on the lower Columbia River. As you are perhaps well aware, there is wide demand from industry, navigation interests, and the public for river level data in the Vancouver-Portland area as well as downstream. During periods of high water timely and accurate flood forecasts are based on readings from the Vancouver gage. During a major flood like that of 1948 the recorder had to be removed from its present location on the upper end of Vancouver Municipal Dock No. 1 and valuable river level data were lost. Since the recorder will have to be removed due to construction of the new bridge, it would be desirable to place the gage well and shelter for the instruments in a permanent location. By installing the instruments in a shelter house on top of the pier it would eliminate the necessity of removing the instruments during major floods and permanent records of high water levels would be obtained. It is planned to equip the station with a Telemark for automatic reporting of the river stage by telephone.

NOTED
G. S. PAXSON

NOTED
G. S. PAXSON

It is hoped that it will be possible for the highway department to incorporate a gage well in one of the piers to provide this important facility at Vancouver. Should you desire any additional information on this matter please feel free to contact my office at any time.

Very truly yours,

Francis G. McBride

FRANCIS G. McBRIDE, LT. COL. CE
EXECUTIVE OFFICER, FOR:

JACKSON GRAHAM
Colonel, Corps of Engineers
District Engineer

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OCT 28 1955
STATE HIGHWAY COMMISSION

G. S. P...

Oregon State Highway Department October 26, 1955

It is hoped that it will be possible for the highway department to incorporate a gage well in one of the piers to provide this important facility at Vancouver. Should you desire any additional information on this matter please feel free to contact my office at any time.

Very truly yours,

Francis G. McBride

FRANCIS G. McBRIDE, LT. COL. CE
EXECUTIVE OFFICER, FOR:

JACKSON GRAHAM
Colonel, Corps of Engineers
District Engineer

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M. K. McIVER, MEMBER
Portland
H. B. GLAISYER
SECRETARY

7971
4653

Mr. Baldock

OREGON
STATE HIGHWAY DEPARTMENT
SALEM

R. H. BALDOCK
STATE HIGHWAY ENGINEER
W. C. WILLIAMS
1ST ASST. STATE HWY. ENGR.
W. W. STIFFLER
2ND ASST. STATE HWY. ENGR.
C. W. ENFIELD
CHIEF COUNSEL

September 14, 1955

Mr. Ben R. Chandler, Chairman
State Highway Commission
P. O. Box 809
Coos Bay, Oregon

Mr. Chas. H. Reynolds, Member
State Highway Commission
P. O. Box 898
La Grande, Oregon

Mr. M. K. McIver, Member
State Highway Commission
255 S. W. Broadway
Portland 5, Oregon

REFERRED TO
Mr. Paxton
By State Highway Engineer

Re: Proposed new interstate bridge
across Columbia River

Gentlemen:

You will recall that the firm of attorneys retained by the Washington Toll Bridge Authority to give an opinion as to the validity of bonds to be issued to finance the construction of a new bridge across the Columbia River at Portland refused to express such opinion without first obtaining a supporting decision of the Supreme Court of Washington. These attorneys were instrumental in initiating what they considered to be an appropriate proceeding, and at their insistence the Oregon State Highway Commission joined as a party in the case.

On June 14, 1955, arguments were had before the Supreme Court of the State of Washington sitting en banc. Following these arguments the Washington Supreme Court called for further arguments on three points, only two of which are of concern to the Oregon State Highway Commission. These two points are as follows:

(a) Whether any judgment entered by the Supreme Court in the case would be binding upon the State of Oregon.

(b) If any such judgment would not be binding upon the State of Oregon, should the Washington Supreme Court nevertheless decide the questions presented?

Further arguments on these two points will be made before the Washington Supreme Court on September 20, 1955, at Olympia.

Subsequent to the original arguments a brief has been filed in behalf of Cliff Yelle, Auditor of the State of Washington, advancing the contention that the Supreme Court of the State of Washington has no jurisdiction over the case since this is an action between two states, and under the

NOTED
G. S. PAXTON

United States Constitution and applicable federal statutes original and exclusive jurisdiction with respect to cases between states is vested in the Supreme Court of the United States. Research of Oregon law on the subject discloses that any suit involving the Oregon State Highway Commission and arising out of a contract to which the State of Oregon, by and through its State Highway Commission, is a party is an action involving the State of Oregon. Research of Washington law indicates that, generally speaking, the Auditor of the State of Washington acting in his official capacity stands as the State itself. In one case, however, the Supreme Court of the State of Washington had occasion to consider the duties and actions of the Auditor with respect to funds of the Washington Toll Bridge Authority. In that case the Court held that under the peculiar statutes establishing such funds and defining the duties of the Auditor with respect thereto, after the Washington Toll Bridge Authority audits and approves a claim or bill, the Auditor's only duty is the ministerial act of issuing a warrant in payment thereof. A position that, in so far as the subject matter of the instant case is concerned, the Auditor is not acting as the State of Washington seems supported by that holding of the Court. We intend to take this position and to make arguments thereon but will devote our major efforts toward the contention that the Supreme Court of the State of Washington should render a decision upon the questions presented in the case regardless of whether or not such decisions will be binding upon the State of Oregon. Bond counsel seems to feel that this new contention on the part of the Auditor of the State of Washington can be successfully resisted and has indicated that an opinion supporting the validity of the bonds will be rendered by bond counsel if the decision of the Court as to the questions originally raised is favorable regardless of the Court's conclusion as to the binding effect of the decision upon the State of Oregon. It is anticipated that the Court will take some several weeks to make its decision.

One further problem must be given consideration before the revenue bonds are finally issued and the project undertaken. You will recall that before entering into the agreement with the Washington authorities it was necessary for the Oregon Legislature to expressly authorize the imposition of tolls upon the existing Interstate Bridge by the Oregon State Highway Commission. This was accomplished at the 1953 Legislative Assembly. The bill as introduced was quite broad and provided that revenues derived from tolls imposed upon the existing Interstate Bridge could be used for any purpose for which the Oregon State Highway Commission was authorized to expend money. The Legislature felt, however, that the bill should be considerably more restrictive and as enacted the bill contains the following paragraph:

> "The revenues derived from the imposition and collection of tolls and franchise fees for the use of said bridge shall be used for the purpose of paying the cost and incidental expenses of construction of a new bridge, including approaches thereto, across the Columbia River adjacent to said existing interstate bridge, including payment of principal, interest and financing costs of bonds issued for the purpose of obtaining

funds for the construction of said new bridge, and the cost of maintaining and operating both of said bridges while said bridges are operated as toll bridges."

You will recall that under a recent amendment to the agreement between the parties the project will include reconstructing and elevating the existing Interstate Bridge to a height equaling the proposed new bridge. The restrictions placed upon the use of revenues derived from tolls imposed upon the existing Interstate Bridge do not permit expenditure of such revenues to pay the cost of reconstructing the existing Interstate Bridge. The statutory authority of the Oregon State Highway Commission to impose tolls for the use of bridges across the Columbia River generally is not subject to such limitations. The cost of reconstructing the existing Interstate Bridge may, therefore, be paid out of revenues derived from tolls imposed for the use of the new bridge but not from tolls imposed for the use of the existing bridge. This problem can be solved by an amended agreement between the parties which will provide for the segregation and separate expenditure of funds derived from the new and existing bridges. It is recommended that this amendment be deferred until after disposition of the case presently before the Washington Supreme Court, so that the amended agreement may also incorporate any changes made necessary or desirable by the Court's decision.

We will promptly advise you of any developments which take place with respect to the matter.

Very truly yours,

C. W. ENFIELD
Chief Counsel

RLM/mlk
cc: Mr. R. H. Baldock
Mr. H. B. Glaisyer
Mr. C. H. Maison

RECEIVED
1955
State Industrial Accident Commission
Salem, Oregon
7971
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Firm Division
R.G.S. -9300

September 13, 1955

COPY

Owen E. McAdams, Jr., Ass't Attorney
Oregon State Highway Commission
State Highway Building
Salem, Oregon

Dear Mr. McAdams:

This letter will confirm our telephone conversation of yesterday regarding coverage for employees of the Highway Commission who work on the Interstate Bridge between Oregon and Washington, as well as those sho work at the terminals of the Astoria-Megler Ferry.

This Commission is meeting with representatives of the Washington Department of Labor and Industries in Portland on October 7 to discuss various interstate problems. The matter of coverage for State Highway employees in question will be placed on the agenda for that meeting, and we shall notify you promptly as soon as a decision has been reached.

Very truly yours,

STATE INDUSTRIAL ACCIDENT COMMISSION

R. G. Savage
Assistant Commissioner

RGS:HH

cc W. W; Stiffler, Ass't. Highway Engineer
cc C. H. Maison, Auditor

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AUG 31 1955
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Salem, Oregon
August 31, 1955

Mr. C. W. Enfield
Chief Counsel

I now have a reply to my letter of August 2 directed to Mr. W. A. Bugge relative to the possibility of bringing all employees engaged in the maintenance, operation, and repair of the Interstate Bridge, crossing the Columbia River between Portland and Vancouver, under the coverage provided by either the Oregon Industrial Accident Commission or the Washington Industrial Accident Commission, or both. Attached hereto is a copy of Mr. Bugge's reply and a copy of the report rendered by the Attorney General's office of the State of Washington to Mr. Bugge relating to this subject.

Please review the findings and the opinion of the Washington Attorney General as to the operation of the Oregon law and discuss the same with the attorneys representing the Oregon Industrial Accident Commission, with a viewpoint of bringing all employees engaged in the maintenance, repair, and operation of the bridge who are employed and paid by the State of Oregon, under the Oregon Act. Washington, of course, under a prior agreement, agrees to pay 50 per cent of the premium.

The one condition in the findings of the Washington Attorney General requiring clarification is that no resident of the State of Washington is employed by the Oregon State Highway Department to work exclusively on any portion of the Interstate Bridge lying within the jurisdiction of the State of Washington. All employees are rotated at two-week intervals.

R. H. Baldock
State Highway Engineer

cc State Industrial Accident Commission
Mr. W. M. Stiffler
Mr. I. A. De France

WWS:er lg

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AUG 31 1955
FOR FILING

August 30, 1955

Mr. P. J. McKay, District Engineer
Washington Department of Highways
4200 Main Street
Vancouver, Washington

Dear Sir:

Reference is made to your letter dated August 18 to the United States Fidelity and Guaranty Company, Portland Trust Building, Portland, Oregon, concerning defects or unsatisfactory conditions in so far as the Washington Department of Highways is concerned, determined by your Chief Counsel, in the Company's Policy No. J-53344, which provides workmen's compensation and employers liability insurance for the employees operating and maintaining the Interstate Bridge crossing the Columbia River between Portland and Vancouver.

Apparently the shortcomings in the policy have been corrected, presumably to the satisfaction of your counsel, by means of endorsements No. 6 and No. 7 received in the mail this date. Therefore, to expedite the examination and approval of both endorsements, I am enclosing herewith two copies of each and forwarding copies to our Chief Counsel for examination, and, if approved, to attach to the policy.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. W. Stiffler
Assistant State Highway Engineer

WWS:er

Enclosure

cc Mr. C. W. Enfield
Mr. H. A. De France

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STATE OF WASHINGTON
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WASHINGTON
STATE HIGHWAY COMMISSION
DEPARTMENT OF HIGHWAYS

W. A. BUGGE, DIRECTOR

TRANSPORTATION BUILDING
OLYMPIA

DISTRICT OFFICES

NO. 1 SEATTLE 4
460 SPOKANE ST.

NO. 2 WENATCHEE
P. O. BOX 98

NO. 3 OLYMPIA
P. O. BOX 167

NO. 4 VANCOUVER
4600 MAIN STREET

NO. 5 YAKIMA
P. O. BOX 62

NO. 6 SPOKANE 21
N. 2620 MAYFAIR ST.

August 25, 1955

Mr. R. H. Baldock
State Highway Engineer
Oregon State Highway Department
Salem, Oregon

Dear Mr. Baldock:

We have now received a reply from the Washington Attorney General's office with respect to the ways and means which the State of Washington, under the laws of the Oregon State Workmen's Compensation Law, can cover the employees of the State engaged in the maintenance and operation of the Interstate Bridge.

If it is agreeable with you as the Oregon representative of the Interstate Bridge Committee, to cover all workmen employed on the Interstate Bridge by the Oregon Workmen's Compensation Law, the State of Washington will contribute one-half the premiums for such coverage. If it should appear to the Interstate Bridge Committee that there might be an employee working solely in the State of Washington not covered by ORS 656.126, then such employee would be covered by the Washington Workmen's Compensation Law.

I am enclosing a copy of the memorandum opinion which I received from Edward E. Level, Assistant Attorney General for the State of Washington, relative to the Workmen's Compensation for Interstate Bridge Employees and which is self-explanatory. As you will note in this memorandum opinion on page 2, fourth paragraph, we have no statutory authority for entering into an agreement under our laws, which you suggested might possibly be worked out between the two states in the last paragraph of your letter dated August 2, 1955.

If the above-mentioned suggestion is satisfactory with you, this letter will serve as authority for the State of Washington to reimburse your state in the amount of one-half of the premiums paid by the State of Oregon for the Oregon Workmen's Compensation Law to cover the workmen employed on the maintenance and operation of the Interstate Bridge.

RECEIVED
AUG 29 1955
OFFICE OF
STATE HIGHWAY ENGINEER

Very truly yours,

W. A. BUGGE
Director of Highways

WAB:eg
Encl.
cc: John L. Stackhouse
E. L. Massey

NOTED
W. W. STIFFLER

S. P. No. 4330—0-54—30M. 30367.

WASHINGTON
STATE HIGHWAY COMMISSION
DEPARTMENT OF HIGHWAYS

COPY

Inter-departmental Communication

Office at Olympia

Date August 24th, *195*5

To Mr. W. A. Bugge, attn: H. C. Higgins

From Edward E. Level (vk)

Subject Workmen's Compensation For Interstate Bridge Employees

You have requested an opinion on the means of bringing employees working on the interstate bridge between Portland and Vancouver under the workmen's compensation laws of either Oregon or Washington as indicated in the letter of R. H. Baldock to W. A. Bugge, which is returned herewith.

It is assumed that the major portion of the employees on the bridge will be working either in Oregon or in both Oregon or Washington and perhaps some employees will be employed solely in Washington.

Oregon by statute, and Washington by case law (Hilding vs. Dept. of Labor & Industries, 162 Wash. 168, and others), provide for extra territorial coverage under their workmen's compensation laws. Our problem is which state should cover the bridge employees, or whether the employees are covered by both states. The Oregon statute reads as follows:

"ORS 656.126 (1) If a workman employed to work in this state and subject to ORS 656.002 to 656.590 temporarily leaves the state incidental to such employment and receives an accidental injury arising out of and in the course of his employment, he is entitled to the benefits of ORS 656.002 to 656.590 as though he were injured within this state, if at the time of the accident he was not subject to the workmen's compensation law of the jurisdiction in which he was injured."

This appears broad enough to cover all bridge employees, except persons employed exclusively in the State of Washington who conceivably could not be said to be employed to work in Oregon and temporarily out of state. Whether or not there is coverage in this situation, however, will depend upon the practices of the Bridge Committee in assigning any workmen to its particular jobs.

The attached letter from Bernard A. Johnson, chief counsel for the Washington State Department of Labor and Industries indicates that he does not feel that the bridge employees are covered by Washington law. Principally, because the employer is the State of Oregon, the place of employment is in Oregon, difficulty in pro-rating or computing premiums which would be paid to Washington and Oregon and the fact that we could not make the State of Oregon subject to our laws.

The Washington statutes do provide - RCW 51.12.050:

"Whenever the state, county, any municipal corporation, or other taxing district shall engage in any extrahazardous work, or let a contract therefor, in which workmen are employed for wages, this title shall be applicable thereto."

NOTED
W. W. STUFFLEBEAM

Conceivably if the Washington awards should be more generous than those of Oregon, a bridge employee injured while either a permanent or temporary employee in Washington might argue that Washington is a joint employer of Oregon and, therefore, subject to the Washington law.

The Washington statutes, including those defining "workmen" (RCW 58.08.180) and "employer" (RCW 58.08.070) and our cases, do not enable us to definitely decide that the Washington laws would not apply in such a situation. Therefore, rather than pay premiums to both Washington and Oregon and attempt to resolve the problem of what employees would be subject to Washington law and what employees would be subject to Oregon law, and attempting to compute and pro-rate premiums based on such employment, it is suggested that premiums be paid under the Oregon law only, particularly in view of the conclusions in Mr. Johnson's letter.

Mr. Baldock's letter suggests the possibility of some agreement between the Bridge Committee and the Industrial Accident Commission of each state. This procedure is authorized under Oregon law (ORS 656.124 (4) but there is no statutory authority for such an agreement under our law. There is also no statutory authority in this state offering any sort of a practical solution to our problem of coverage by both the laws of Washington and Oregon.

In view of the above we draw the following conclusion - That the Interstate Bridge Committee agree that all workmen employed on the bridge should be covered by the Oregon Workmen's Compensation Law and the State of Washington contribute one-half of the premiums for such coverage. If it should appear to the Bridge Committee and the Oregon Counsel to the Bridge Committee that there might be employees working solely in the State of Washington who are not covered by ORS 656.126, then such employees should be covered by the Washington Workmen's Compensation Law.

cc: J. Hutton
Attachments (2)

STATE OF WASHINGTON
ARTHUR B. LANGLIE, GOVERNOR

WASHINGTON
STATE HIGHWAY COMMISSION
DEPARTMENT OF HIGHWAYS

OFFICE OF DISTRICT ENGINEER
4200 MAIN STREET
VANCOUVER, WASHINGTON

August 18, 1955.

COPY

United States Fidelity and Guaranty Company
Portland Trust Building
Portland, Oregon

Attention: Mr. R. L. Myers

Dear Sir:

PSH 1 - D 10.06
Interstate Bridge at Vancouver

Confirming our conversation of yesterday concerning your Policy No. J-53344 in favor of the Oregon State Highway Commission covering workmen of the Oregon and Washington Highway Departments on the Interstate Bridge at Vancouver, our attorneys have refused to accept the policy as written. The refusal is based on two minor defects and it is hoped that new endorsements can be issued for attachment to all policies.

The defects referred to are as follows:

1. So far as the State of Washington is concerned the named assured should be "State of Washington and Washington State Highway Commission, its officers and agents."

2. An endorsement is attached to the policy which amends Condition "D":

"From my examination of the policy I was unable to find a Condition "D". Since the endorsement applies to cancellation, it is conceivable that Condition 15 was intended to be amended. If that is so, the endorsement should be re-written so as to preserve the provisions for computation of the unearned premium, as well as other pertinent provisions present set forth in Condition 15."

United States Fidelity and Guaranty Company

August 18, 1955.

We believe the above statement from our attorney is self-explanatory.

Very truly yours,

P. J. McKAY
District Engineer

By: E. I. Roberts
District
Office Engineer

PJM:mm
EIR

cc: Mr. W. W. Stiffler

RECEIVED
AUG 19 1955
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
AUG 3 - 1955
FOR FILING

August 2, 1955

Mr. W. A. Bugge
Director of Highways
Washington Department of Highways
Transportation Building
Olympia, Washington

Dear Sir:

In 1929 the States of Washington and Oregon took over the obligation of the respective counties in the two states and thus acquired ownership of the Interstate Bridge crossing the Columbia River between Portland and Vancouver. On January 29, 1929, the State Highway Committee of Washington and the State Highway Commission of Oregon entered into a mutual agreement for the maintenance, repair, and operation of the bridge.

Article 5 of the above agreement designates the Chief Engineer of the Washington Department of Highways and the Chief Engineer of the Oregon State Highway Commission as constituting the "Interstate Bridge Committee." The agreement further outlines the duties of the Interstate Bridge Committee with respect to the maintenance, operation, repair, or improvements to the bridge.

Article 8 states that the cost of maintenance and operation of the said bridge shall, in the first instance, be paid by the State of Oregon, and the State thereafter shall be reimbursed by the State of Washington for one-half of the costs.

Since 1929 the State of Oregon, with your approval, has purchased workmen's compensation and employers liability insurance for the protection of all employees engaged in the maintenance, repair, alteration, or operation of the bridge, through a commercial insurance agency. In 1929, and again in 1938, the Oregon Highway Commission's Chief Counsel investigated the possibility of protecting the workmen through the provisions and benefits of the Oregon Workmen's Compensation Law. At that time there were some complications as to the ability of the Oregon State Industrial Accident Commission to fully cover the employees residing in Washington, and to fully protect the Washington officials in the event of any litigation instigated in the state of Washington.

Mr. C. W. Enfield, present Chief Counsel to the Highway Commission, has just reminded me that the Oregon law makes it mandatory that any state department engaged as an employer in any hazardous occupation may not reject the provisions and benefits of the Oregon Workmen's Compensation Law. The

operation of power-driven machinery is classified as a hazardous occupation under the Workmen's Compensation Law. The Oregon law was further interpreted by the Oregon Supreme Court in 1950, when the Court determined that a state agency, engaged as an employer in a hazardous occupation, did not have the right to refuse the rights and benefits of workmen's compensation.

In view of the foregoing, I would appreciate your giving some thought and study to ways and means of bringing all employees engaged in the maintenance, alteration, repair, or operation of the bridge under the coverage of the Oregon State Workmen's Compensation Law, or all of them under a similar Washington law. If you concur in this recommendation, I would suggest that the problem be referred by the Interstate Bridge Committee to the respective Chief Counsels and Industrial Accident Commissions of each State to work out a solution, possibly through an agreement between the two States.

Very truly yours,

R. H. Baldock
State Highway Engineer

cc Oregon State Industrial Accident Commission
Mr. W. W. Stiffler
Mr. C. W. Enfield

WWS:er lg

FORM E-30 25M 9-51 52315

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
July 20, 1955

SUBJECT: Workmen's Compensation coverage on employees maintaining and operating the Interstate Bridge between Portland, Oregon and Vancouver, Washington

To:
Mr. A. H. Baldock
State Highway Engineer
Office

Dear Mr. Baldock:

On July 5, 1955, Mr. W. W. Stiffler forwarded U. S. Fidelity and Guaranty Company Policy No. J53344, which provides workmen's compensation and employers' liability insurance for the employees operating and maintaining the Interstate Bridge.

A check for legality brought to light the fact that Oregon law makes it mandatory that any state department engaged as an employer in any hazardous occupation may not reject the provisions and benefits of the Workmen's Compensation law. An immediate research of all the facts failed to show that the insuring of these employees through a private insurer came within an exception of the law.

The check made by this department of background data from 1929 to date is set down here for your information:

(1) The State of Washington and the State of Oregon entered into the Interstate Bridge Contract (filed in the Highway General Library under Misc. C & A No. 89) on January 29, 1929, providing that,

a. The cost of operation, maintenance, repair betterment, renewal, and/or reconstruction, shall be shared equally by both States.

b. The Washington State Highway Engineer and the Oregon State Highway Engineer and their successors shall constitute the Interstate Bridge Committee.

c. The Washington State Highway Engineer and the Oregon State Highway Engineer shall have the immediate and direct supervision of the operation, maintenance and repair of the bridge.

NOTED
W. W. STIFFLER

(2) On August 14, 1929, you addressed a letter to the former Chief Counsel of the Oregon State Highway Department, Mr. Devers, requesting that he review a policy attached thereto. According to the tenor of that letter the policy was by a private insurer for workmen's compensation and employers' liability coverage of the employees operating and maintaining the Interstate Bridge. The policy was the same type of insurance carried by the previous owner of the bridge and was less expensive than the State Industrial Accident coverage.

(3) In December of 1936 the question of coverage under State Industrial Accident Insurance again arose. The former Chief Counsel of the State Highway Department at that time forwarded a letter to the Industrial Accident Commission inquiring about coverage. The question arose at that time whether the Oregon State Industrial Accident Insurance could and would fully protect the Washington officials in the event any Washington resident employed on the bridge should be injured and elect to sue in the Washington courts. A memo by Oliver Crowther, assistant Attorney General, dated May 25, 1939 advised that Oregon could not so protect Washington officials but would protect the officials in accordance with the provisions of Oregon law. This memo did not reach the Highway Department until June 27, 1939 and Mr. Devers replied to the State Industrial Accident Commission on June 27, 1939 advising that the immediate coverage which had been required had been taken care of by the two States accepting private insurance. The matter was then apparently dropped.

(4) The Oregon law was interpreted by the Oregon Supreme Court in the case of McLean v. Industrial Accident Commission, 166 Ore. 405, in 1950 and the court at that time determined that a State agency engaged as an employer in a hazardous occupation did not have the right to refuse the rights and benefits of workmen's compensation. This same case has denied the State Industrial Accident Commission the right to deny coverage to State employees engaged in a hazardous occupation. The operation of power driven machinery is classified as a hazardous occupation under the workmen's compensation law.

Inasmuch as private insurance coverage could lead to considerable embarrassment to the Highway Commission it was felt that an effort should be made at the present time to see if the complexities of the situation could be resolved. Mr. Ray Lafky, Chief Counsel of the Industrial Accident Commission, advised that the State of Oregon has received authority, by an Act passed during the last session of the legislature, to enter into an agreement with another State Accident Commission to handle this type of situation.

It is recommended that the Oregon State Industrial Accident Commission and the Washington State Industrial Accident Commission be requested to enter into an agreement to cover the employees maintaining and operating the Interstate Bridge. A potential solution which could be studied for approval would be for each State Industrial Accident Commission to receive the premiums and be responsible for its respective residents irrespective of the situs of an accident.

May I therefore request that you present this matter to Mr. Bugge, Washington State Highway Engineer, for the purpose of acquiring workmen's compensation coverage through the Industrial Accident Commissions of the two States for the employees operating and maintaining the Interstate Bridge.

May I further request that the Oregon Industrial Accident Commission be advised of the situation and requested to work out an agreement with the Washington Industrial Accident Commission. If you would like to have the Legal Department assist you in any manner concerning this matter, please advise in what manner you would like our cooperation.

Very truly yours,

C. W. Enfield
Chief Counsel

CWEncA:rm

RECEIVED
JUL 21 1955
OFFICE OF
STATE HIGHWAY ENGINEER

FORM E-80X—37,500—2-59—62967

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
July 19, 1956

SUBJECT: Workmen's Compensation and Employers' Liability policy No. J53344 - covering employees of Interstate bridge

To:

Mr. W. W. Stiffler
Assistant State Highway Engineer
Office

Dear Mr. Stiffler:

Attached hereto is Workmen's Compensation and Employers' Liability Policy No. J53344 written by the United States Fidelity and Guaranty Company through Paul F. Nolan, Portland Trust Building, Portland 4, Oregon, for the period from June 29,1955 to June 29, 1956, covering the employees engaged in the maintenance and operation of the Interstate bridge between Portland, Oregon and Vancouver, Washington.

Due to a recent interpretation of the Oregon laws on workmen's compensation by the Oregon Supreme Court I am of the opinion it is not in compliance with Oregon law. Moreover there are situations in which this policy would not furnish compensation equal to that granted by the State.

Inasmuch as this coverage has been obtained from a private insurer for more than a score of years and the coverage has proved adequate for approximately fifteen years, together with the fact that coverage which is obtained must have the approval of the proper authorities of the State of Washington, I would recommend that this policy be renewed until such time as proper State coverage can be worked out. It is imperative, however, that immediate steps be taken with the end in view of having Washington and Oregon authorities work out a joint coverage under the Washington and Oregon compensation laws or to have the Oregon residents covered by Oregon law and the Washington residents covered by private insurer, if Washington cannot, under its laws, work out a feasible solution.

REFERRED TO
Mr. Stiffler
By State Highway Engineer
Please see me about this.

Very truly yours,

C. W. ENFIELD
Chief Counsel

By Owen E. McAdams Jr.
OWEN E. McADAMS, JR.
Assistant Attorney

OEMcA:EH
cc: Mr. Enfield
Mr. Baldock ✓
Encl.

V Chief Engr of "with States
Constitutes the "Interstate Bridge Comm"

XV 2- Any Comm reserve the right to
restrict, diminish, increase or curtail
the Authority of the Committee.

VIII Cost & Maint of said Br shall
in first instance be paid by States &
& Dists thereafter shall be reimb
by " & Mash for 50% & Costs.

RECEIVED
FOR FILING
FORM E-90 3SM 9-51 32215

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
July 27, 1954

SUBJECT:

To: Mr. I. A. DeFrance
Assistant Maintenance Engineer
O f f i c e

Dear Mr. DeFrance:

I have checked the attached United States Fidelity and Guaranty Company Policy No. 534489, covering Workmen's Compensation and Employers' Liability Insurance for the Interstate Bridge operation, covering the period from June 29, 1954, to June 29, 1955.

You have advised that the Department of Finance and Administration has approved this policy, and in all other respects I find the policy to conform with the requirements of the State of Oregon as to legality and form.

Yours very truly,

C. W. ENFIELD
Chief Counsel

By
O. E. McADAMS, JR.
Assistant Attorney

OEMcA:FRC

cc- Mr. W. W. Stiffler
Mr. G. E. Rohde

NOTED
W. W. STIFFLER

RECEIVED
JUL 21 1954
FOR FILING

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
July 15, 1954

SUBJECT:

To:

Mr. W. W. Stiffler
Assistant State Highway Engineer
O f f i c e

Dear Sir:

Z-534489

We have inspected United States Fidelity and Guaranty Company Policy No. ~~Z-534473~~ which provides Workman's Compensation and Employers' Liability Insurance for the Interstate Bridge operation. This policy has been written and furnished by the Paul F. Nolan Insurance Company of Portland.

The policy is identical with that previously furnished by the Percival Company of Vancouver. We return the four copies of this policy for your inspection. As soon as claims have been obtained from Mr. Dorman, please advise, and we will pass Paul F. Nolan Insurance Company invoices for payment and return the policies furnished by the Percival Company for cancellation.

Approved
By
H. Dorman
7-20-54

Copies of the new policy will be furnished the Washington Department of Highways and our Portland office.

Very truly yours,

I. A. DeFrance
Assistant Maintenance Engineer

IAD:db
Encls.
cc-

NOTED
W. W. STIFFLER

RECEIVED
AUG 26 1955
FOR FILING

August 26, 1955

Oregon State Highway Commission

Gentlemen:

We held a meeting with the representatives of the Washington Department of Highways and the Washington Toll Bridge Authority in Vancouver on August 18, 1955, at which time the final plans for contracting of the new interstate bridge across the Columbia River were discussed. The approximate schedule, which it is hoped we can adhere to, is as follows:

1. The Supreme Court hearing, which has held up the project to some extent, is anticipated to be set for about September 20, with the decision probably by November 1.

2. Pending favorable decision from the Supreme Court we would then advertise for bids about November 1, with bid opening scheduled for December 13. Immediately after bid opening, bond bids would be requested, with opening of the bond bids scheduled about February 1, at which time the contract for construction could be awarded and work proceed immediately.

In order to meet the above schedule we should now acquire the necessary right of way on the Oregon side. Washington is acquiring right of way on its side, but, of course, the cost of both will be paid for from the bond issue. Your authority is requested to immediately negotiate for the necessary right of way on the Oregon side by the taking of six months' options, so that we will be in a position to proceed with the work without right-of-way delay if the aforementioned schedule is complied with.

This matter will be on the agenda, and I recommend your approval of the immediate acquisition of right of way.

Very truly yours,

S. H. Baldock
State Highway Engineer

cc Mr. C. S. Paxson
Mr. C. W. Enfield

WCW:mo lg

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AUG 25 1955
FOR FILING
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Salem, Oregon
August 24, 1955

Portland-Vancouver Interstate Bridge
Meeting August 17, 1955

Mr. W. C. Williams
Mr. G. S. Paxson

Supplementing Paxson's notes on the Portland-Vancouver Interstate Bridge meeting, I have this outline:

Legal:

1. (a) Brief on two additional points. Has been filed by Washington; Oregon is preparing one.

   (b) Clark County to be brought into action. Clark County will join.

2. Case to be set in September, October, or November. Request made for September 20, which request will probably be granted.

3. Court has up to 6 months for rendering decision--probably will be about 30 days, say by November 1.

4. Workmen's compensation problem. No answer from Washington as yet.

Engineering:

1. Plans and specifications

   (a) Ready with plans for new structure by November 1.

   (b) Will ask Commission for authority to negotiate for right of way at September meeting. (Williams: Please prepare letter)

   (c) Plans to be ready on reconstruction of present bridge by January 1, 1957.

   (d) Revised toll schedule 20¢ a car rather than 10¢ approved and Wilbur Smith report will be so changed. Other minor corrections to be made and 500 copies printed.

Financing:

(a) U. S. Government participation. Have requested 50 per cent of cost of old bridge; no answer as yet.

(b) Call for bids on new bridge about November 1; open bids December 15.

(c) Open bids on bonds about February 1--say $11 million, or cost of new bridge, with the issue to be open and with additional funds for reconstruction of old bridge based upon bids to be taken about January, 1957, for an amount of not to exceed $3 million.

R. H. Baldock

RHB:hi

RECEIVED
AUG 22 1955
FOR FILING

Salem, Oregon
August 19, 1955

Portland-Vancouver Interstate Bridge

Mr. R. H. Baldock

Following is a memorandum on the discussion with the Washington officials at Vancouver on August 18.

Mr. Thorgrimson, Attorney for the Washington Toll Bridge Authority, reported that the Washington State Supreme Court had directed that additional briefs be filed for a rehearing on this matter when the Court is in session from September to November of this year. The Attorney is of the opinion that the case could probably be heard on September 20 and that at least 30 days would be required before the decision would be handed down. In this rehearing the Court has directed that Clark County be made a party in the suit because of the stipulation in the deed which Clark County gave to the State of Washington covering the bridge which required the existing bridge to be operated as a free bridge. There is some question in the minds of the attorneys as to whether the Washington Supreme Court has jurisdiction since the case is technically between the two states of Oregon and Washington. Under this condition the United States Supreme Court may have jurisdiction.

We reported that the plans would be ready by November 1. The tentative time schedule was for the advertising on November 1 with opening of bids on construction December 15; advertising immediately after this for the sale of bonds and opening bids on the bonds on February 1, 1956. The initial bond sale would be sufficient to cover the construction of the river bridge, the Oregon Slough Bridge, and the traffic interchange at Denver and Union. The bond issue would be open-ended with provision to issue additional bonds when a contract was awarded for the remodeling of the existing bridge and for the grading and surfacing of the road on Hayden Island. The maximum amount of this additional bond issue was tentatively set at $3,000,000. We were advised that it would be necessary to set up a trustee for the bond holders who would handle the collection of the interest and bond payments, and it was suggested that this trustee be one of the Vancouver banks.

The matter of toll schedule was discussed at some length, and Mr. Dugge approved our suggestion for a toll schedule based on 20 cents for passenger cars and light trucks and for higher fees for heavier trucks and busses as proposed in our earlier letter to him. We do not propose to collect tolls on pedestrians.

NOTED
G. S. PAXSON

The attorneys were of the opinion that we could legally collect tolls on the new bridge as soon as it is opened, even though the reconstruction of the existing bridge is going on at that time. This would start the toll collection about a year earlier than would be done if we wait for both bridges to be in service.

The Washington attorneys suggested that Oregon submit a brief to the Washington Supreme Court on this case even though this is not mandatory. Our attorney, Mr. Charles Peterson, is going to take care of this matter.

G. S. Paxson

GSP:gm

cc Mr. W. C. Williams

RECEIVED
AUG 30 1955
FOR FILING
7971
4653

August 26, 1955

Mr. D. B. Hedges, Secretary
Washington Toll Bridge Authority
Transportation Building
Olympia, Washington

Dear Mr. Hedges:

At our conference at Vancouver you asked that I give you our tentativeetime schedule for the construction of the new Interstate Bridge and for the remodeling of the existing bridge. As now set up we propose the following:

Advertise for construction of the new bridge - November 1, 1955: open bids - December 15, 1955: advertise for sale of bonds immediately thereafter and award the bond sale February 1, 1956. Contract for the construction of the new bridge would be awarded immediately after the bonds are sold.

We would advertise for the reconstruction of the existing bridge on October 1, 1956 so that pier work could be done while traffic was still using the old bridge.

We would call for completion of the new bridge and its opening to traffic on October 1, 1958, with completion of the remodeling of the existing bridge October 1, 1959, at which time both structures could be opened to traffic.

You will notice that this completion date is later than we had previously estimated. This is because of the delay in the award of the contract for the new bridge, which has caused a loss of practically an entire construction season.

Very truly yours,

NOTED
G. S. PAXSON

R. H. Baldock
State Highway Engineer

By

G. S. Paxson
Assistant State Highway Engineer

cc Mr. R. H. Baldock
Mr. P. M. Stephenson

GSP:gm

RECEIVED
FEB 4 1957
FOR FILING
7971
4653

CONFIDENTIAL

HEADQUARTERS SIXTH ARMY
Presidio of San Francisco, California

AMPMS-IDD 004.02

4 AUG 1955

SUBJECT: Facilities Security Survey Report of Resurvey (U)

TO: Oregon State Highway Commission
Milwaukee, Oregon
Attention: Mr. A. G. Skelton

1. References. a. SR 380-405-5.

b. SR 380-405-6.

2. In compliance with above references, transmitted herewith is the Facility Security Survey Report of Resurvey of the: Oregon State Highway Commission, Interstate Bridge, Highway 99, Portland, Oregon.

3. Regrading data cannot be predetermined.

FOR THE COMMANDING GENERAL:

A. D. CHAMBERS
Captain, AGC
Asst Adjutant General

1 Incl
Report of Resurvey

DISTRIBUTION:
COPY No. 1 - Assistant Secretary of Defense (Manpower & Personnel)
Department of Defense, Washington 25, D.C.
COPY No. 2 - PMG, D/A, Washington 25, D.C.
COPY No. 3 - Special Agent in Charge, Federal Bureau of Investigation
COPY No. 4 - Facility Concerned
COPY No. 5 & 6 - Commanding General, Sixth Army

SAH FL 27, 26 Oct 54

This document contains information affecting the national defense of the United States within the meaning of the Espionage Laws, Title 18 U. S. C. sections 793 and 794. The transmission or the revelation of its contents in any manner to an unauthorized person is prohibited by law.

CONFIDENTIAL

CONFIDENTIAL (Not Classified Unless Data Entered)

DEPARTMENT OF DEFENSE

DEFENSE PRODUCTION SECURITY SURVEY

Form Approved
Budget Bureau No. 22 R056.2

REPORT CONTROL SYMBOL

PART I - DEFENSE PRODUCTION SECURITY SURVEY SUMMARY

DATE OF THIS SURVEY	DATE OF PREVIOUS SURVEY	DATE OF ORIGINAL SURVEY
28 June 1955	7 July 1954	14 May 1951

SECTION 1. IDENTIFICATION

1. NAME OF FACILITY SURVEYED Interstate Bridge, Highway 99	ADDRESS Portland, Oregon
2. NAME OF ☐ DIVISION ☐ SUBSIDIARY DNA	ADDRESS
3. NAME OF PARENT ORGANIZATION Oregon State Highway Commission	ADDRESS Milwaukee, Oregon
4. NAME OF OFFICIAL RESPONSIBLE FOR PRODUCTION SECURITY Mr. A. G. Skelton	TITLE Division Engineer

5. OFFICIALS INTERVIEWED DURING THE SURVEY

NAME	TITLE
Mr. A. G. Skelton	Division Engineer

6. PERSONS MAKING SURVEY

NAME	GRADE OR TITLE	ORGANIZATION
Allen R. Chapman	1st Lieutenant, MPC	PM, Hq Sixth Army

7. TOTAL EMPLOYMENT	8. PLANT ACREAGE USED	9. BUILDING FLOOR AREA (Sq. Ft.)	10. NUMBER OF BUILDINGS
15	DNA	DNA	DNA

11. PRINCIPAL TYPE OF CONSTRUCTION	12. CATEGORY OF INDUSTRY OR SERVICE
Steel and Concrete Piers	Transportation

SECTION 2. SUMMARY

	ADEQUATE	INADEQUATE	COMMENT
1. ASSESSING THE PROBLEM	X		
2. ORGANIZING FOR PRODUCTION SECURITY		X	See Annex 2
3. CONTROL OF ESPIONAGE AND SABOTAGE		X	
a. PREVENTION OF UNAUTHORIZED ENTRY	X		
b. CONTROL OF AUTHORIZED ENTRY	X		
c. GUARDS		X	See Annex 2
4. FIRE PROTECTION	X		
5. PREVENTION AND MINIMIZATION OF DAMAGE	X		
6. MINIMIZING EFFECT OF DAMAGE	X		
7. RESTORATION	X		
8. COLLATERAL PROTECTION MEASURES		X	
a. PERSONNEL PROTECTION	X		
b. EMPLOYEE INDOCTRINATION		X	See Annex 2
c. PASSIVE PROTECTION	X		
d. CIVIL DEFENSE COORDINATION	X		

DD FORM 1 DEC 53 395 PREVIOUS EDITIONS MAY BE USED UNTIL 15 FEB 54, AFTER WHICH THEY BECOME OBSOLETE.

Encl 1

SECTION 3. CHANGES, COMMENTS AND RECOMMENDATIONS

1. SIGNIFICANT CHANGES SINCE LAST SURVEY

None.

2. COMMENTS

See Annex 1, Comments.

NOTE: DNA - Does Not Apply.

3. RECOMMENDATIONS (*Identify major recommendations with asterisk*)

See Annex 2, Recommendations.

RECOMMENDATIONS PREVIOUSLY MADE			
NUMBER PREVIOUSLY MADE	NUMBER CARRIED OUT	NUMBER UNDER CONSIDERATION	NUMBER REJECTED
3	1	2	0

PRINCIPAL REASONS FOR NONCOMPLIANCE WITH MAJOR RECOMMENDATIONS

Management stated that recommendations would be complied with when deemed advisable. See Annex 2, Recommendations.

MANAGEMENT'S INTEREST IN DEFENSE PRODUCTION SECURITY

Management is interested in the Defense Production Security Program.

AS OF ABOVE DATE, CONDITIONS WERE FOUND TO BE AS INDICATED IN PART I (*And Part II*) OF THIS SURVEY

TYPED NAME	SIGNATURE
CHAPMAN, Allen R., 1st Lt., MPC	Allen R. Chapman

CONFIDENTIAL

OREGON STATE HIGHWAY COMMISSION
INTERSTATE BRIDGE, HIGHWAY 99
PORTLAND, OREGON

ANNEX 1 COMMENTS

Legislation has been passed in both Oregon and Washington for the construction of a bridge parallel to the existing Interstate Bridge. This bridge is to be located approximately sixty feet downstream from the present structure and will be constructed of steel girders on concrete piers. The new bridge will have a vertical lift span, which will be operated from the same source as the present structure.

Restoration of the Interstate Bridge would depend on the extent of damage and the availability of spare parts. It is estimated that at least two years would be needed to replace the entire structure.

One operator and two gatemen are on duty at all times. A Washington Highway Patrol is located approximately one mile from the bridge.

Power for operating the lift span is obtained from the Clark County Public Utility District. An emergency generator is maintained for operating the bridge.

CONFIDENTIAL

CONFIDENTIAL

OREGON STATE HIGHWAY COMMISSION
INTERSTATE BRIDGE, HIGHWAY 99
PORTLAND, OREGON

ANNEX 2 RECOMMENDATIONS

It is recommended that:

*1. A complete written emergency plan be initiated and pertinent parts disseminated to those employees charged with its implementation. This plan should include but not be limited to:

Clark Co. Patrol Wash

a. Determination of critical areas and operations.

b. Plans for protecting these areas and operations now, if danger is imminent, and after an emergency has arisen. To include plans for obtaining or designating additional guards.

c. Plans for rehabilitation of damaged or destroyed areas or operations to include storage of critical or difficult to obtain spare parts or equipment.

d. An overall plan for the designation of alternates to act for key personnel.

e. Emergency shutdown procedures where applicable and employees alerted for instantaneous application of these procedures.

2. An employee indoctrination program be initiated to enlist the support of personnel in the prevention and detection of acts of espionage, sabotage or subversion and to enlist their support in the production security program.

In event of a national emergency, it is recommended that:

1. An armed, uniformed and supervised guard force be provided. Guards should meet reasonable physical, mental and loyalty standards.

2. A guard training program be initiated to include:

a. Advanced training for emergency conditions.

b. Personal defense.

c. Sabotage, riot, traffic control.

d. Plant evacuation.

e. Use of arms.

CONFIDENTIAL

CONFIDENTIAL

The following recommendation from the Defense Production Security Survey dated 7 July 1954 was implemented:

Highway Commission Civil Defense plan be coordinated with state and city Civil Defense.

Action taken: This has been accomplished.

NOTE: The above recommendations are offered in an advisory capacity only. Their implementation by plant management is purely voluntary and places the government under no obligation to bear any of the costs of making such security improvements.

*Asterisks denote major recommendations.

CONFIDENTIAL

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AUG 1 - 1955
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August 1, 1955

Mr. E. H. Armstrong
Assistant to Governor
State Capitol Building
Salem, Oregon

Dear Mr. Armstrong:

Herewith factual data concerning the Columbia River Interstate Bridge between Portland and Vancouver. This is for such use as Governor Patterson may make of it in his television appearance.

In connection with this, we have a scale model of the project which is available for use on the broadcast. If Governor Patterson wants to use this model, we will make arrangements to deliver it to the studio.

Very truly yours,

R. H. Baldock
State Highway Engineer

Attach.
GSP:gm

P.S. Ed - Have contacted Stan Dean and he wants model. Will have it in studio on August 18.

Sam

FACTUAL DATA

PORTLAND-VANCOUVER COLUMBIA RIVER INTERSTATE BRIDGE

Prior to the construction of the present Interstate Bridge such vehicular traffic as crossed the Columbia River was carried by a small steam ferry. It landed at the foot of Washington Street in Vancouver. The Oregon landing was on the north shore of Hayden Island a short distance upstream from the Oregon end of the present bridge. A long wooden trestle across Hayden Island and Oregon Slough connected the ferry landing to the roads on the higher ground of the Oregon shore. There was also a trestle carrying the Portland street cars to the Oregon ferry landing.

Vehicular and passenger traffic had so increased by the early nineteen hundreds that the ferry was entirely inadequate. To relieve the situation, Multnomah County, Oregon, and Clark County, Washington, joined together, issued bonds and built the present structure as a toll bridge.

The present structure was built in 1915 and 1916 and was opened to travel in February of 1917. The structure consists of a 278-foot lift span, which can be raised to provide a vertical clearance of 175 feet above low water, and 12 fixed steel truss spans. The total length of the main river bridge is 3,531 feet. There are also bridges across Oregon Slough and Columbia Slough and embankment across Hayden Island and the flood plain south of Oregon Slough.

When completed in 1917, the entire project cost $1,683,500, including the main river bridge, the Oregon and Columbia Slough bridges, the embankment and pavement, the right of way and the engineering fee. The main river bridge itself cost $891,000. This was in the days when structural steel for bridges

cost 3½ cents a pound; it now costs from 15 to 20 cents a pound.

When finished, it was the only highway bridge across the Columbia River from the Pacific Ocean for a distance of more than 300 miles. The bridge carried not only vehicles and pedestrians but also the electric interurban cars running from Portland to Vancouver. When the bridge was opened, the revenue from tolls was about $300 per day. This had increased by 1921 to an annual revenue of $300,000. The structure was operated as a toll bridge for almost 11 years. The Oregon legislature of 1927 authorized the Oregon State Highway Commission to acquire Multnomah County's interest for a sum of not to exceed $125,000, provided similar arrangements were made by the State of Washington to acquire Clark County's share. This was done and by legislative act the State of Washington paid Clark County $250,000 for its interest. By agreement the two states made the structure toll free at midnight, December 31, 1927. Under this agreement the Oregon State Highway Commission operates and maintains the structure and is reimbursed by Washington for one-half of the cost. This arrangement is still in effect.

In the course of time the electric interurban cars gave way to the motor bus, and the tracks were covered over giving more room for vehicular traffic. As traffic increased, the bridge was divided by stripes into four traffic lanes, two northbound and two southbound. Since the roadway is only 38 feet wide, these lanes are narrow, decreasing the speed at which cars can safely operate. Traffic has increased steadily. In 1941 the average daily traffic was slightly less than 19,000 vehicles per day. In 1954 it was almost 30,000. Conservative estimates place the 1975 traffic at an average daily volume of 50,000 vehicles. The existing structure is inadequate to carry even the present traffic.

The States of Oregon and Washington joined in an investigation of Columbia River crossings in 1946 and issued a very comprehensive report on

the matter. This was followed in 1951 by a detailed investigation of the Portland-Vancouver situation. Bridge and tunnel sites from 82nd Street downstream to St. Johns were studied. It was conclusively shown that the most feasible and least expensive solution was a bridge parallel to the present bridge, operating as three lanes southbound while the existing bridge served three lanes northbound.

The cost of the entire project, including the reconstruction of the present bridge, is estimated to be approximately $13,355,000. This is a larger sum than could be allotted to a single project in justice to other highway needs in the two states. After several conferences, the Highway Commissions of the two states presented the problem to their legislatures with the recommendation that they be authorized to build the project with funds from the sale of bonds. The bonds were to be secured by and paid off by revenue from tolls imposed on traffic using both bridges. This procedure was authorized by the legislatures of both states at the 1953 sessions.

The State Highway Commissions of the two states have entered into an agreement carrying out this legislative authorization under which the Oregon State Highway Commission will prepare the plans, award the construction contract and supervise the construction with the assistance of the Washington Department of Highways' engineering staff. The presently organized Washington State Toll Bridge Authority will sell the bonds and collect the tolls until such time as the bonds are paid off. When the bonds are paid off, the two structures will become free bridges and will be operated and maintained by the Oregon State Highway Commission as is now done under the present agreement.

The Columbia River is a navigable stream carrying a large volume of river traffic, particularly barge and raft movements. The authorization by

the Chief of Engineers of the U. S. Engineering Department and the Secretary of the Army is necessary before any construction can be done. An application for such authorization was made on October 1, 1953. This application was for a second bridge identical with the existing structure insofar as clearances for nav'gation are concerned. At a public hearing on November 19, 1953, objections were raised by the navigation interests, not so much to the second structure as to the inconvenience occasioned by the existing bridge. After a second hearing held March 17, 1954, a permit was granted requiring the states to raise the grade line of the new bridge to provide 39½ feet additional vertical clearance under two of the south approach spans and to replace two of the truss spans by a single span 530 feet in length. No modification of the existing bridge was required.

The two states reluctantly accepted these conditions. The cost of the new structure was materially increased, until the existing bridge was modified to conform with the clearances of the new structure no benefits accrued to anyone, and considerable inconvenience and added cost would be caused the vehicular traffic without any benefit being realized by river traffic.

This arrangement did not satisfy either the navigation interests or the Highway Commissions of the two states, and requests were made for a reconsideration of the matter. A public hearing was held June 20, 1955 before the District Engineer, U. S. Engineering Department, at which time a strong case was made for the modification of the existing bridge to conform to the clearances of the new structure. The matter is now before the Chief of Engineers, and it is hoped that favorable action will be taken.

The modification of a bridge to facilitate navigation is subject to a federal law known as the Truman-Hobbs Act which provides that the cost of such modification will be apportioned to the owners of the bridge and the

Federal Government in the ratio that the benefits to the owners bear to the benefits to navigation. Since the major benefits of the modification of the existing bridge accrue to navigation, it is anticipated that the Federal Government will bear a considerable portion of the cost. The estimated cost of the modification is $2,310,000. In the hope of gaining the approval of the Secretary of the Army to the needed changes in the present bridge, the States have offered to bear fifty per cent of such cost.

The project requires the sale of bonds and in such cases the legality of all procedures must be thoroughly investigated. A suit was filed in the Washington State Supreme Court to clear up several controversial features. A first hearing was held in June, and a final hearing is scheduled for September. It is hoped that these difficulties can be resolved and that construction can get underway this year. The plans are ready and bids will be taken on the project as soon as the legal barriers are removed. It is likewise hoped that the Federal Government will agree to bear 50 per cent of the cost of changing the present bridge to conform with the proposed parallel structure. The construction of the new bridge requires about two years and the modification of the existing bridge another year. It is hoped that the complete facility may be in use by 1959.

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OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
July 11, 1955

SUBJECT: Proposed new Interstate Bridge

To: Mr. R. H. Baldock
State Highway Engineer
O f f i c e

REFERRED TO
Mr. Paxson
By State Highway Engineer

NOTED
G. S. PAXSON

Dear Mr. Baldock:

We have just been advised that the Supreme Court of Washington has deferred making a decision in the legal proceedings to establish the validity of the bonds to be issued in connection with the construction of the new bridge across the Columbia River. The reasons for the delay are twofold:

One of the issues in the case is whether the State of Washington can impose toll charges for the use of the existing interstate bridge in the face of contractual and deed provisions under which the State of Washington acquired title to the bridge from Clark County, Washington, that the existing bridge should remain toll free. The Supreme Court of Washington feels that this point cannot be decided without having Clark County, Washington joined as a party defendant.

The other issue which will delay decision is the question of whether or not a decision of the Washington Supreme Court will be binding upon the State of Oregon. I am enclosing herewith photo copies of the order of the Supreme Court of Washington, together with a letter from the Chief Justice. It seems certain that a decision will not be obtained from the Court until at least the latter part of September.

Very truly yours,

C. W. ENFIELD
Chief Counsel

RECEIVED
STATE HIGHWAY ENGINEER

By Robert L. May
ROBERT L. MAY, JR.
Assistant Counsel

RLM/mlk
Enc. 2

FREDERICK G. HAMLEY
CHIEF JUSTICE

The Supreme Court

State of Washington

Olympia

July 5, 1955

Mr. Richard Thorgrimson, Asst. Atty. Gen., Washington
Preston, Thorgrimson & Horowitz, Of Counsel
Hon. Robert Y. Thornton, Atty. Gen., Oregon
Mr. C. A. Enfield, Asst. Atty. Gen., Oregon
Mr. Charles C. Peterson, Asst. Atty. Gen., Oregon
Hon. Don Eastvold, Atty. Gen., Washington
Mr. S. P. Reno, Jr., Asst. Atty. Gen., Washington

Gentlemen:

Re: State ex rel. Oregon State Highway Commission et al. v. Cliff Yelle, As Auditor, No. 31375

There is herewith enclosed a copy of the order entered today in the above entitled matter.

Prior to the time that this matter is again argued, the court would like to receive an additional brief or a memorandum of authorities covering the following points which were not dealt with in the briefs and argument previously submitted:

(a) Whether the Clark county contract provision re removal of tolls is ultra vires;

(b) Whether any judgment entered in this case will be binding upon the state of Oregon;

(c) If any such judgment will not be binding upon the state of Oregon, whether this court should nevertheless decide the questions presented in this case.

At the further argument to be had in this matter, all points previously dealt with, as well as the additional points noted above, should be discussed.

Yours very truly,

Frederick G. Hamley

Frederick G. Hamley

IN THE SUPREME COURT OF THE STATE OF WASHINGTON

THE STATE OF WASHINGTON on the relation of the OREGON STATE HIGHWAY COMMISSION, the WASHINGTON STATE HIGHWAY COMMISSION, and the WASHINGTON TOLL BRIDGE AUTHORITY, Plaintiff, v. CLIFF YELLE, as Auditor of the State of Washington, Respondent.	No. 33375 ORDER

The above entitled matter having come on for hearing on June 14, 1955, before the court sitting En Banc, and the court having determined that it will be necessary to join an additional party defendant and receive additional briefs and oral argument before this case can be decided, it is

ORDERED that plaintiff shall make Clark County, Washington, a party defendant herein; and it is

FURTHER ORDERED that this cause be docketed for reargument before the court sitting, En Banc, at the fall 1955 term of court.

Dated this 5th day of July, 1955.

BY THE COURT:

FREDERICK G. HAMLEY
Chief Justice

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COMMISSIONERS
BEN R. CHANDLER, CHAIRMAN
Coos Bay
CHAS. H. REYNOLDS, MEMBER
La Grande
M. K. McIVER, MEMBER
Portland
H. B. GLAISYER
SECRETARY
7971
4653

OREGON
STATE HIGHWAY DEPARTMENT
SALEM

R. H. BALDOCK
STATE HIGHWAY ENGINEER
W. C. WILLIAMS
1ST ASST. STATE HWY. ENGR.
W. W. STIFFLER
2ND ASST. STATE HWY. ENGR.
C. W. ENFIELD
CHIEF COUNSEL

June 17, 1955

The District Engineer
Corps of Engineers
U. S. Army
628 Pittock Block
Portland 5, Oregon

COPY

Dear Sir:

On June 10, 1955, you were sent a copy of the presentation to be given by Mr. R. H. Baldock, the State Highway Engineer, at the hearing in regard to the Portland-Vancouver Interstate Bridge to be held June 20 at Portland.

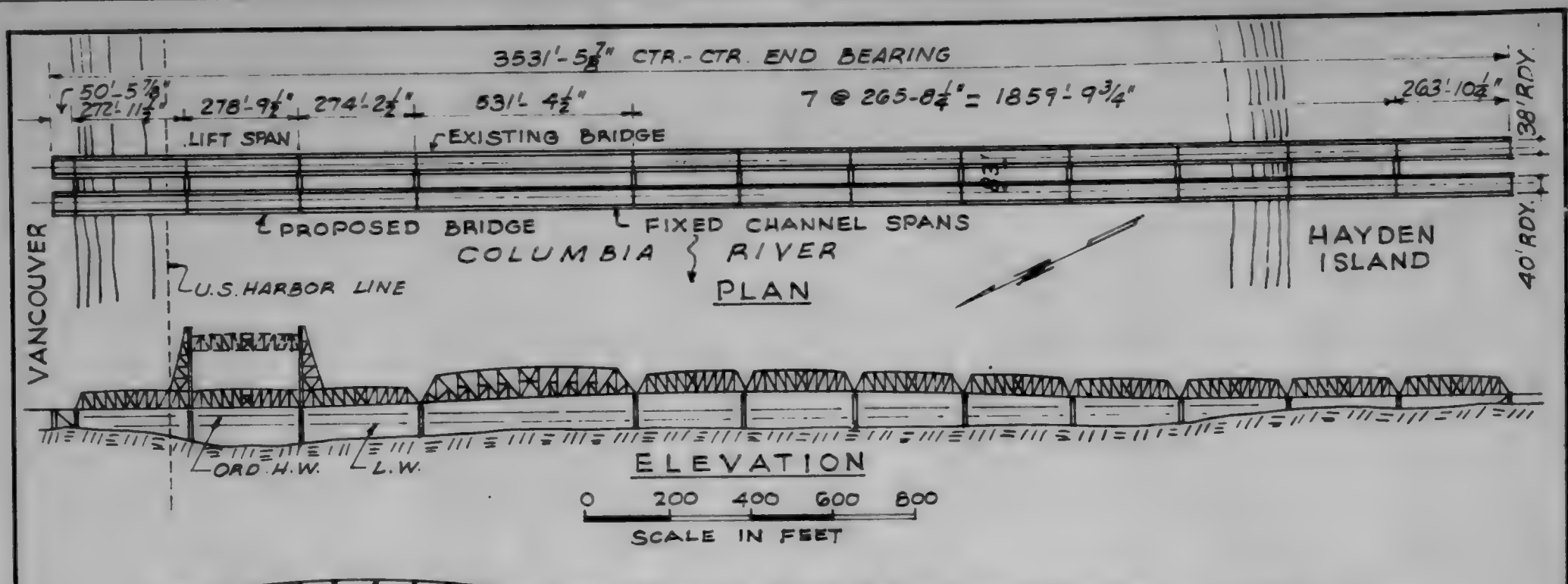
Attached is a copy of an elevation of the proposed bridge which we believe should accompany the written presentation.

Very truly yours,

P. M. Stephenson
Bridge Engineer

PMS/ds
Attached

NOTED
C. C. PAXSON



SOUNDINGS AND ELEVATIONS ARE IN FEET AND REFER TO COLUMBIA RIVER DATUM, 1929 ADJUSTMENT. LOW WATER 1.4 FT. ABOVE M.S.L. MILES ABOVE MOUTH - 106.5

PROPOSED NEW BRIDGE AND EXISTING BRIDGE AFTER ALTERATIONS COLUMBIA RIVER BETWEEN PORTLAND, ORE. & VANCOUVER, WASH.

U.S. HIGHWAY 99
SEC. 34 T. 2N. R. 1E. W.M.
APPLICATION BY
OREGON STATE HIGHWAY COMMISSION
WASHINGTON STATE DEPARTMENT OF HIGHWAYS
JULY 19, 1954

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Salem, Oregon
June 14, 1955

Traffic survey, Portland-
Vancouver Interstate Bridge

Mr. F. B. Crandall

I gave you a copy of the preliminary report submitted by Wilbur Smith and Associates on the traffic survey for the Portland-Vancouver Interstate Bridge. I would appreciate having you look this report over very carefully and give Mr. Baldock your opinion of the report, particularly as to the chapters on traffic studies, toll bridge traffic and earnings, and feasibility.

In Table 9 on page 29 of the report is the toll schedule suggested by Wilbur Smith. In this toll schedule he has included trucks under 6,000 pounds gross with the passenger cars. This would cover pick-ups and light delivery trucks and is along the lines we have been anticipating. In the heavier trucks, however, he has started out with single-unit vehicles, regardless of whether they have two or three axles, at a base rate of 25 cents and has made only one other division, which would include all truck-trailer and semitrailer combinations, at a rate of 50 cents. We have been thinking of more divisions for truck traffic starting out with a base rate of 25 cents for the two-axle truck and adding 10 cents per axle for all trucks having more than two axles.

The Smith schedule would be easier to handle especially in view of the fact that all tolls would be in single coins rather than combinations such as would be necessary for 15 cents, 35 cents, etc. In his toll schedule he also suggests a flat reduction of 20 per cent for a commuter's rate to be handled by selling books of tickets.

In his feasibility section he shows Scheme I and Scheme II. Scheme I contemplates only the building of the new bridge, while Scheme II covers both the building of the new bridge and the revisions to the existing bridge. Since we are definitely committed by our agreement with Washington to go ahead with the remodeling of the existing bridge, I believe Scheme I should be eliminated entirely from the report, as it only confuses the matter. In both of these schemes Wilbur Smith has used the figure of $14,000,000 as a construction cost. In our estimates which are summarized in the memorandum to the file dated April 28, 1955, we come up with a total cost, for the construction of the new bridge and the remodeling of the existing bridge, of $13,171,455. This sum includes interest during construction at 3½ per cent but does not include the miscellaneous financing cost. It is my opinion that a figure of $14,000,000 is ample as a total amount of bond issue.

NOTED
G. S. PAXSON

In Table 16, which is the last table in the report, he shows that we would need 15 years to retire the bonds. We have been thinking in terms of a 10-year period, and I would like to have you recompute this table based upon a $14,000,000 bond issue using three different toll schedules.

1. The toll schedule suggested by Wilbur Smith in Table 9.

2. The following toll schedule: passenger cars and pickups - 10 cents with an additional 5 cents for each axle of passenger car trailers; two-axle trucks - 25 cents with an additional 10 cents for each axle; buses - flat rate, 50 cents; motor vehicles - flat rate, 10 cents.

3. If these schedules do not show the bonds retired in 10 years, a schedule in which passenger cars are charged 15 cents with an additional 5 cents per axle and trucks 35 cents for the two-axle vehicle with an additional 10 cents per axle.

The Wilbur Smith Associates are anxious to have our comments as soon as practical as it will take at least a month to get the report printed and bond negotiations cannot be completed until this report is out. It would be appreciated if you could handle this matter at your earliest convenience.

G. S. Paxson

GSP:gm

cc Mr. R. H. Baldock

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Salem, Oregon
June 14, 1955

Mr. R. H. Baldock

Herewith a copy of the traffic report submitted by Wilbur Smith and Associates on the Portland-Vancouver Interstate Bridge. This was presented at a meeting yesterday in Olympia by Mr. Wynn of the Smith company. Mr. Wynn emphasized that this is a very preliminary report, and he does not want it to have any general circulation as he expects to revise it after we have made our comments on it.

I have gone through the report quite carefully and have discussed it with Mr. Crandall. I am attaching a copy of my memorandum to Mr. Crandall.

On the top of page 4 is a statement that recent investigations show a bridge at Astoria to be feasible. Mr. Wynn took this statement from a newspaper article. When we explained the matter, he agreed that it should not occur in the report.

There is another minor error on page 27, in the first sentence of the second paragraph where he says that the new bridge is to be four-lane capacity. This will also be corrected in the final draft.

I told Mr. Hedges, Secretary of the Washington Toll Bridge Authority, that I would try to get our comments back to him as soon as practical so that he could send them on to the Smith company.

We expect to have another meeting early in July to go over the final report.

G. S. Paxson

GSP:gm
Attach.

NOTED
G. S. PAXSON

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Salem, Oregon
June 14, 1955

Time schedule - Portland-
Vancouver Interstate Bridge

Mr. R. H. Baldock

I talked to Mr. Bugge about the time for contracting the Interstate Bridge. He concurs with us that it should be delayed until we have had the hearing before the District Engineer on the remodeling of the old bridge and have a pretty good idea of what the Engineers' recommendation will be. No definite date was set but tentative advertisement about the first of August would seem appropriate.

The Washington State Supreme Court is to hear arguments on the legality of the agreement between the states on June 20. They hope that they can have a decision within 30 days after that time.

I do not believe we can have plans ready before August 1 and probably not then as the Washington Bridge Division is not allowed to go ahead with their part of the work until this court decision is rendered and the auditor authorizes payment of the design costs.

G. S. Paxson

GSP:gm

NOTED
G. S. PAXSON

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OSCAR E. STONE, MEMBER
SPOKANE

STATE OF WASHINGTON
ARTHUR B. LANGLIE, GOVERNOR

WASHINGTON STATE HIGHWAY COMMISSION
DEPARTMENT OF HIGHWAYS

W. A. BUGGE, DIRECTOR
TRANSPORTATION BUILDING
OLYMPIA

DISTRICT OFFICES
NO. 1 SEATTLE 4
460 SPOKANE ST.
NO. 2 WENATCHEE
P. O. BOX 98
NO. 3 OLYMPIA
P. O. BOX 327
NO. 4 VANCOUVER
4200 MAIN STREET
NO. 5 YAKIMA
P. O. BOX 88
NO. 6 SPOKANE 21
N. 2020 MAYFAIR ST.

June 6, 1955

Oregon State Highway Department
Salem, Oregon

Attention: Mr. Glenn Paxson

Re: Proposed Vancouver-Portland Interstate Toll Bridge

Gentlemen:

This letter will serve to confirm our telephone conversation of recent date in which I advised that the traffic engineering firm of Wilbur Smith and Associates has the preliminary draft of their report ready to submit for our review.

Please be advised that a conference has been arranged to be held in this office at 10:00 A.M., Monday, June 13, to review the subject report. It is respectfully requested that if possible you arrange to attend the subject conference as a representative of the Oregon State Highway Department, together with such added personnel as you may desire to have attend.

Very truly yours,

WASHINGTON TOLL BRIDGE AUTHORITY

By: D. B. HEDGES
Secretary

DBH:hm

NOTED
G. S. PAXSON

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OREGON
STATE HIGHWAY COMMISSION

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NO 2 WENATCHEE
P. O. BOX 98
NO 3 OLYMPIA
P. O. BOX 387
NO 4 VANCOUVER
4300 MAIN STREET
NO 5 YAKIMA
P. O. BOX 62
NO 6 SPOKANE 21
N. 2820 MAYFAIR ST.

June 6, 1955

Oregon State Highway Department
Salem, Oregon

Attention: Mr. R. H. Baldock
State Highway Engineer

Re: Proposed Vancouver-Portland Toll Bridge

Dear Sir:

For your files and information I am transmitting herewith a reproduction copy of a letter dated June 3, 1955 directed to this office by the State Auditor. Payment has been denied for certain vouchers processed for payment in connection with the proposed Vancouver-Portland Toll Bridge.

I am advised that the subject case is to be heard before the state Supreme Court on June 14, 1955, and you may be assured that this office will advise you immediately when a decision has been rendered or any information made available regarding the status of the proposed facility.

Very truly yours,

WASHINGTON TOLL BRIDGE AUTHORITY

By: D. B. HEDGES
Secretary

DBH:bd
Encl.

REFERRED TO
Engle
For State Highway Engineer

RECEIVED
JUN 7 1955
OFFICE OF
STATE HIGHWAY ENGINEER

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Salem, Oregon
May 27, 1955

Mr. R. H. Baldock

Mr. Tom White called after you had left for Neskowin and asked that you call him Tuesday morning relative to the following items:

1. Have you completed arrangements to obtain data required from the Washington Highway Department for the truck rate study?

2. The District Engineer, Colonel Moorhead, wishes to have a luncheon either Wednesday, June 1; Thursday, June 2; or Friday, June 3, relative to the Interstate Bridge, with the following people to be present: Washington Highway authorities, Oregon Highway authorities, the Columbia Basin River Operators, and the Army Engineers. White asked that we make arrangements for the Oregon and Washington Highway authorities to attend, and the meeting will be set to meet your convenience.

W. C. Williams
~~R. H. Baldock~~

WCW:hi

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May 24, 1955

AIR MAIL
Mr. D. B. Hodges, Secretary
Washington Toll Bridge Authority
Transportation Building
Olympia, Washington

Dear Mr. Hodges:

Herewith billing covering a portion of the foundation exploration for the Columbia River Interstate Bridge between Vancouver and Portland. This billing cancels and supersedes the billing dated April 19, 1955.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

G. S. Paxson
Assistant State Highway Engineer

GSP:gm
Encl.

cc P. M. Stephenson

NOTED
G. S. PAXSON

INVOICE

OREGON STATE HIGHWAY COMMISSION

SALEM, OREGON

Invoice No. 39287

Date May 24, 1955

Your Req. No.

Billing Request No. BD 143

Credit distribution: 26-1434-900

[illegible] Bridge Authority
Transportation Building
Olympia, Washington

This billing cancels and supersedes BD 143 cash invoice No. 38752 dated 4/19/55.

Tri-Party agreement for Construction of Columbia River Bridge at Portland and Vancouver, dated August 9, 1954.

Labor Charges 1954					
B. O. Bush	October 18 to November 19	1 Month @	379.00	379.00	
S. D. Schmars	" " "	1 Month @	350.00	350.00	
W. C. Hill	October 18, 28, 29	3 Days @	17.16	51.48	
C. R. Nelson	October 18, 19, 20	3 Days @	9.55	28.65	
L. L. Scott,	October 8, 19, 20, 21, 29	5 Days @	16.97	84.85	
W. S. Bartholomew	" 19, 20, 21, 22, 25, and 26	6 Days @	13.23	79.38	973.36
Vacation and Sick Leave Allowance @ 5.7%					55.[illegible]
Retirement Fund Contribution & Social Security @ 6%					58.[illegible]
Industrial Insurance @ 36¢ per hundred - less 40%					2.10
Per Diem B. O. Bush 30 days @ $4.50				135.00	
S. D. Schmars 30 days @ $4.50				135.00	270.00
Equipment Rental & Operation					
Jeep Station Wagon	October 18 to Nov. 19	1 Month @	60.00	60.00	
Chevrolet Panel	" " "	1 Month @	60.00	60.00	
20' Motor Boat	" " "	1 Month @	66.00	66.00	
Deliver Boat	Sales to Bridge Site			18.63	
	6½ Hours Labor			19.50	
	6½ Hours Truck use			8.84	232.97
Gas & Oil					
Miscellaneous Materials					
5 Heavy Duty Motor Batteries				15.07	
1 Danforth Anchor				11.80	
1 Fishermans Anchor				4.50	
2 Deadmen				[illegible]	
4 Wooden Floats				[illegible]	[illegible]

U. F. S.H. S. F. No. 181-B

WASHINGTON
STATE HIGHWAY COMMISSION

DEPARTMENT OF HIGHWAYS

District Voucher No.

Voucher No.

IMPORTANT INSTRUCTIONS —READ AND FOLLOW

Make out your [illegible] form alone. No [illegible] quired. Make [illegible] cate. Be sure to [illegible] payee and sign [illegible]

Forward this voucher properly executed at time of shipment as directed on Purchase Order or shipping request.

PAY TO THE ORDER OF

[illegible]

State [illegible]

(Vendor: Please use same name in this space as is used for payee's certificate below.)

TO BE FILLED IN AT PAYER

Purch. Order No.

Other Purch. Auth.

Terms

Goods and/or Services Received

By

On date

Invoice Date Year 19__ Mo. Day	Field Order No.	Equip. No.	DESCRIPTION	Amount
			AS PER ATTACHED	1,646 79

Warrant No.

I, the undersigned, do hereby certify under penalty of perjury, that the material furnished, service rendered, expense incurred, or other item of indebtedness as charged in the foregoing bill is a true and correct charge against the State of Washington; that the claim is just and due; that no part of same has been paid and that I am authorized to sign for the payee.

Subscribed this 24th day of May 1955, at Salem, Ore.

SIGN HERE J. D. Hess Engineer Accountant

For OREGON STATE HIGHWAY DEPARTMENT
(Firm name)

Total

Corrected

Approved and allowed as correct on an account

APPROPRIATION STAMP (For Headquarters Office)	Account	Total Amount	Appro. No. District Use	C.P.A.

RECEIVED
MAY 20 1955
FOR FILING

7971

4653

Salem, Oregon
May 19, 1955

Portland-Vancouver Columbia
River Bridge

Mr. C. A. Gardner

Please comply with the request for information in the attached letter from Mr. Hedges. This should be sent to him as soon as possible.

G. S. Paxson

GSP:gm
Encl.

NOTED
G. S. PAXSON

COMMISSIONERS

R. A. MOISIO, CHAIRMAN
TACOMA

R. E. HENGEL, MEMBER
BREMERTON

E. C. HUNTLEY, MEMBER
COLFAX

H. E. MORGAN, MEMBER
LONGVIEW

OSCAR E. STONE, MEMBER
SPOKANE

STATE OF WASHINGTON
ARTHUR B. LANGLIE, GOVERNOR

WASHINGTON
STATE HIGHWAY COMMISSION
DEPARTMENT OF HIGHWAYS
W. A. BUGGE, DIRECTOR
TRANSPORTATION BUILDING
OLYMPIA

DISTRICT OFFICES

NO. 1 SEATTLE 4
450 SPOKANE ST.

NO. 2 WENATCHEE
P. O. BOX 98

NO. 3 OLYMPIA
P. O. BOX 327

NO. 4 VANCOUVER
4200 MAIN STREET

NO. 5 YAKIMA
P. O. BOX 58

NO. 6 SPOKANE 21
N. 2620 MAYFAIR ST.

May 17, 1955

Oregon State Highway Department
Salem, Oregon

Attention: Mr. Glenn Paxson

Re: Proposed Interstate Bridge - Vancouver - Portland

Gentlemen:

We wish to acknowledge receipt of your voucher in the amount of $1,796.27 covering foundation investigation for the Interstate Bridge between Portland and Vancouver. Before we can pass this voucher for payment, we need some additional information. In general, we need the same information as that contained on your monthly reimbursement voucher covering maintenance charges on the present bridge between Portland and Vancouver. Specifically, we need the following:

1. Labor Charges - The name, days worked, rate of pay and amount earned for each member of the construction division soils crew, totaling $1,051.00.

2. The name, days and per diem allowance per day for each member of the crew on site for a total of $315.00.

3. Equipment Rental - Name of equipment used, dates, rates and the total equipment charge on each item of equipment for a total of $186.00.

4. Materials - A breakdown of the materials used by the construction division soils crew for a total of $101.45. Also an analysis of the testing laboratory charges on samples for a total of $88.00.

The balance of the $1796.27 voucher in the amounts of $2.27 and $52.55 are self evident.

Very truly yours,

WASHINGTON TOLL BRIDGE AUTHORITY

C B Hedges

By: D. B. HEDGES
Secretary KRH

RECEIVED
MAY 18 1955
OREGON
STATE HIGHWAY COMMISSION

DBH:hm
KRH

RECEIVED
MAY 20 1955
FOR FILING

AGENDA
MAY 25 1955

COMMISSIONERS
BEN R. CHANDLER, CHAIRMAN
Coos Bay
CHAS. H. REYNOLDS, MEMBER
La Grande
M. K. McIVER, MEMBER
Portland
H. B. GLAISYER
SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
W. C. WILLIAMS
1ST ASST. STATE HWY. ENGR.
W. W. STIFFLER
2ND ASST. STATE HWY. ENGR.
C. W. ENFIELD
CHIEF COUNSEL

OREGON
STATE HIGHWAY DEPARTMENT
SALEM

May 19, 1955

Mr. Ben R. Chandler, Chairman
State Highway Commission
P. O. Box 809
Coos Bay, Oregon

Mr. Chas. H. Reynolds, Member
State Highway Commission
P. O. Box 898
La Grande, Oregon

Mr. M. K. McIver, Member
State Highway Commission
255 S. W. Broadway
Portland, Oregon

Re: Court test of validity of contract for new interstate bridge

Gentlemen:

You will recall that on August 9, 1954, the Oregon State Highway Commission entered into an agreement with the Washington State Highway Commission and the Washington Toll Bridge Authority providing for the construction of a new interstate bridge adjacent to the existing interstate bridge across the Columbia River between Portland, Oregon and Vancouver, Washington. Under the terms of the contract the Oregon State Highway Commission is to make all necessary engineering tests and prepare the design and all plans and specifications for the proposed new bridge and for alteration or reconstruction of the existing interstate bridge. The Oregon State Highway Commission will also call for competitive bids for the project, will award contracts therefor, and supervise the performance of such contracts. All costs and expenses of the entire project are to be paid from funds derived from the sale of bonds issued and sold by, and as the sole obligation of, the Washington Toll Bridge Authority. The bonds are to be paid solely from the revenues derived from the imposition and collection of tolls upon the new bridge and the existing bridge.

Under the terms of the contract the Washington Toll Bridge Authority is required to retain a firm of recognized bond attorneys for the purpose of providing such legal advice as may be required relative to the issuance and sale of bonds, including an opinion as to the validity of the bonds. Pursuant to this provision of the contract, the Washington Toll Bridge Authority has retained the firm of Preston, Thorgrimson & Horowitz of Seattle, Washington. This firm of attorneys has participated in a number of discussions relative to the contract for the construction of the new bridge and the alteration or reconstruction of the existing bridge. Subsequent to the original agreement an amendatory agreement was entered

into between the Oregon State Highway Commission, the Washington State Highway Commission and the Washington Toll Bridge Authority under date of April 27, 1955, which amendatory agreement is basically the same as the original agreement, although containing some alterations.

The firm of Preston, Thorgrimson & Horowitz considers it necessary to obtain a decision of the Supreme Court of Washington with respect to the validity of the contract between the parties before issuing an opinion as to the validity of the bonds to be issued by the Washington Toll Bridge Authority. It is planned that the Supreme Court decision will be obtained as follows:

Under the terms of the contract referred to above, the Oregon and Washington State Highway Commissions are required to perform certain preliminary work before the awarding of contracts for the actual construction of the bridge and are entitled to reimbursement of the cost of such preliminary work from funds available to the Washington Toll Bridge Authority. It is planned that both the Oregon Highway Commission and the Washington Highway Commission will submit to the Washington Toll Bridge Authority itemized statements of the cost of certain work performed in accordance with the terms of the contract. The Washington Toll Bridge Authority will approve the vouchers for the amount of such itemized statements and will submit the same to Mr. Clif Yelle, Auditor for the State of Washington, for payment. Mr. Yelle will refuse payment of the vouchers on the ground that the contract under which the payments are claimed is void and unenforceable.

Upon rejection of the claims by Mr. Yelle an application for an alternate writ of mandate will be filed directly with the Supreme Court of the State of Washington by the Attorney General for the State of Washington upon the relation of the Washington State Highway Commission, the Washington Toll Bridge Authority and the Oregon State Highway Commission. The following questions are to be determined in the case:

A. Can the Oregon Legislature constitutionally delegate to the Washington Toll Bridge Authority the right to control the existing bridge and the new bridge and to charge and collect tolls for the use thereof?

B. Does the Oregon Highway Commission have authority under existing statutes to agree on behalf of Oregon with the State of Washington and its agencies that the Washington Toll Bridge Authority may operate the existing bridge and the new bridge and to collect tolls for the use thereof and to have authority to determine the minimum amount of tolls?

C. Do the citizens of Oregon or Washington have a vested right in continuing the operation of the existing bridge as a toll free facility?

agenda

FORM H-80 3500 8-51 60516

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
May 17, 1955

AGENDA
MAY 25 1955
2-1

SUBJECT:

To: Mr. H. B. Glaisyer
Secretary
O f f i c e

NOTED
H. B. GLAISYER

Dear Mr. Glaisyer:

Please place the following item on the agenda for the May 25th and 26th meeting of the Highway Commission:

Consider authorizing participation in legal proceedings in Supreme Court of Washington to test validity of contract for construction of new interstate bridge.

Very truly yours,

C. W. ENFIELD
Chief Counsel

By Robert L. May, Jr.
ROBERT L. MAY, JR.
Assistant Counsel

RLM/mlk

C.C.R.

RECEIVED
MAY 16 1955
FOR FILING

FORM E-30X—80,000—10-54
1971
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OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
May 10, 1955

SUBJECT: Proposed New Bridge Across Columbia River

Memorandum to File

To:

NOTED
State Highway Engineer

On this date I called Mr. Paul Sinnitt, counsel for the Washington State Highway Department, in order to inquire what progress is being made with respect to the proposed court test of the contract for the construction of a new bridge across the Columbia River.

Mr. Sinnitt has stated that it was his feeling that the matter should be handled almost entirely by bond counsel and by the Attorney General's office on behalf of the Toll Bridge Authority, leaving the Washington Highway Department to act in an advisory capacity only. Mr. Sinnitt feels that it would only complicate the problems if all of the interested parties appeared and made arguments in the Supreme Court. The Washington parties had planned a conference for this week for the purpose of discussing the entire situation.

I advised Mr. Sinnitt that I was rather inclined to agree with his views and suggested that we appear at the meeting to be held. The meeting has been scheduled for 1:30 Monday afternoon, May 16, 1955, in Olympia, at the office of Mr. Joe Hutton, Assistant Attorney General, and Mr. Leonard Lindas and I intend to be present.

ROBERT L. MAY, JR.
Assistant Counsel

RLM/mlk
cc: Mr. R. H. Baldock
Mr. C. W. Enfield
Mr. Leonard I. Lindas

COMMISSIONERS
R. A. MOISIO, CHAIRMAN
TACOMA
R. E. HENSEL, MEMBER
BREMERTON
E. C. HUNTLEY, MEMBER
COLFAX
H. E. MORGAN, MEMBER
LONGVIEW
OSCAR E. STONE, MEMBER
SPOKANE

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MAY 10 1955
FOR FILING

STATE OF WASHINGTON
ARTHUR B. LANGLIE, GOVERNOR

DISTRICT OFFICES
NO. 1 SEATTLE 4
450 SPOKANE ST.
NO. 2 WENATCHEE
P. O. BOX 98
NO. 3 OLYMPIA
P. O. BOX 327
NO. 4 VANCOUVER
4200 MAIN STREET
NO. 5 YAKIMA
P. O. BOX 88
NO. 6 SPOKANE 21
N. 2820 MAYFAIR ST.

WASHINGTON STATE HIGHWAY COMMISSION
DEPARTMENT OF HIGHWAYS

W. A. BUGGE, DIRECTOR
TRANSPORTATION BUILDING
OLYMPIA

May 9, 1955

NOTED
J. B. GLAISYER

Preston, Thorgrimson & Horowitz
Attorneys at Law
Northern Life Tower
Seattle 1, Washington

Attention: Mr. Richard Thorgrimson

Gentlemen:

Enclosed herewith is a certified copy of Resolution No. 241 of the Washington State Highway Commission approving the amended agreement between the State of Oregon and the State of Washington dated April 17, 1955 for the construction of a new Interstate Bridge across the Columbia River between Vancouver and Portland and for the reconstruction of the existing bridge.

Yours very truly,

WASHINGTON STATE HIGHWAY COMMISSION

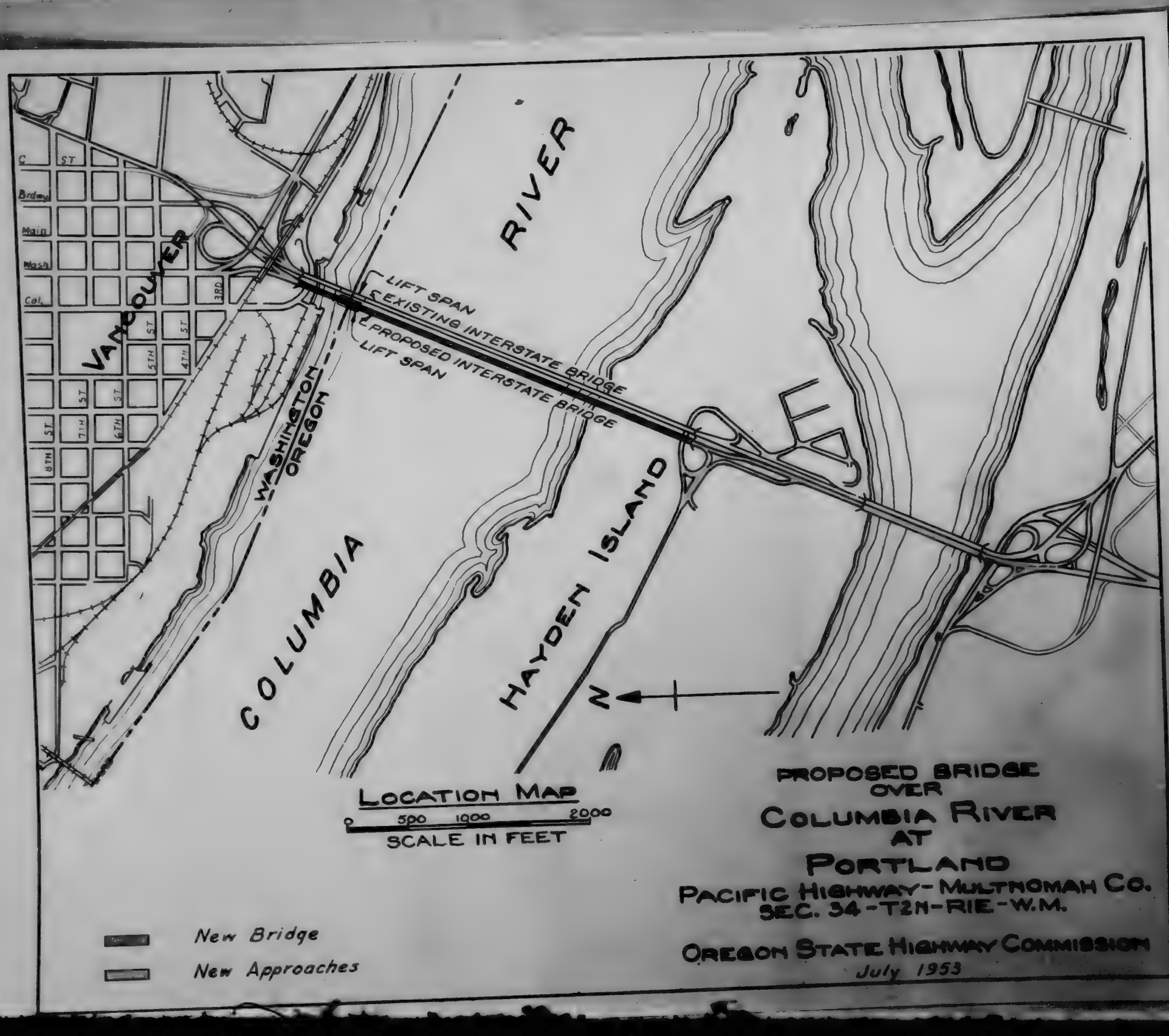
By: LOWELL GOETZ
Secretary

LG:ca
Encl.

cc: Mr. Bridges
Mr. Sinnitt
Mr. Glaisyer

RECEIVED
MAY 10 1955
OREGON
STATE HIGHWAY COMMISSION

COPY


RIVER
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Col.
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ST
WASHINGTON
OREGON
LIFT SPAN
EXISTING INTERSTATE BRIDGE
PROPOSED INTERSTATE BRIDGE
LIFT SPAN
COLUMBIA
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SCALE IN FEET
New Bridge
New Approaches
PROPOSED BRIDGE
OVER
COLUMBIA RIVER
AT
PORTLAND
PACIFIC HIGHWAY - MULTNOMAH CO.
SEC. 34 - T2N - R1E - W.M.
OREGON STATE HIGHWAY COMMISSION
July 1953

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May 4, 1955

Oregon State Highway Commission

Gentlemen:

Herewith copy of the amended agreement on the Portland-Vancouver toll bridge, signed by all parties. There was no change made after you signed it.

Very truly yours,

R. H. Baldock
State Highway Engineer

RHB:hi
Encl.

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41-1

Salem, Oregon
May 3, 1955

Portland-Vancouver
Interstate Bridge

Mr. R. H. Baldock

Following is a brief summary of our application for permit for the proposed Columbia River Interstate Bridge between Portland and Vancouver and of our correspondence and conferences relative to this matter.

The original application was made on October 1, 1953 on the basis of a low-level bridge paralleling the existing structure and providing identical clearances. The attached Sheet No. 2 of 4, dated July 3, 1953, shows the details of this plan. A hearing was held on this application on November 19, 1953 at which time you presented a statement outlining our proposal. A copy of this statement, dated November 5, 1953, is attached. At this hearing considerable objections were raised by the tugboat operators, and you presented, under date of November 24, 1953, a supplemental statement covering in general the oral testimony which you presented at the hearing. I am attaching hereto a copy of this supplemental statement.

Following the hearing, several conferences were held with Col. Lipscomb, District Engineer, U.S.E.D., and with the tugboat operators. In accordance with the request of Col. Lipscomb, a revised application was submitted under date of February 2, 1954. This application involved the moving of the drawspan of the existing bridge two span lengths, or approximately 530 feet, southerly from the present location and building the new drawspan opposite the revised location of the old drawspan. Sheet No. 3 of 4, dated January 29, 1954, shows this arrangement. We made this application contingent upon the Federal Government assuming the costs of revising the existing bridge under the Truman-Hobbs Act. I am attaching a copy of our letter of February 2, 1954.

This modification did not meet with the approval of the tugboat operators, and, again in accordance with Col. Lipscomb's instructions, we submitted the second revised application under date of March 22, 1954. This left the drawspans in their present positions but replaced two of the 265-foot spans with a single long span replacing the sixth and seventh spans of the existing bridge. I am attaching a print from Sheet 2 of 4, dated March 22, 1954, showing this arrangement.

NOTED
G. S. PAXSON

The tugboat operators still objected, and another revision was made under date of May 18, 1954, which was identical with the second revised application except that two of the long spans were used rather than one. This arrangement is shown in Sheet 2 of 4 dated May 20, 1954.

We made all of these revised applications contingent upon revisions to the existing bridge being covered by the Truman-Hobbs Act. Under date of May 18, 1954, Col. Lipscomb wrote us a letter, copy of which is attached, saying that in his opinion the reconstruction of the existing bridge would qualify under the Truman-Hobbs Act. The permit for the construction of the new bridge was granted under date of June 18, 1954 upon a revision of this third revised application. This revision eliminated the southerly of the two long spans and required a grade line giving a clearance of from 46.3 to 69.1 feet under the long span with a clearance of 77.6 feet at the high point of the grade line. I am attaching prints of Sheets 1 to 4 inclusive showing the permit as finally granted.

It is estimated that the construction and right-of-way costs for the new bridge will be $9,785,000. The revisions to the existing bridge to bring it to the same grade line and clearances as provided by the new bridge will cost an additional $2,310,000. I am attaching a copy of a memorandum giving these estimates.

G. S. Pearson

GSP:gm
Encls.

MINUTES OF THE MEETING

OF THE

WASHINGTON TOLL BRIDGE AUTHORITY

Monday, May 2, 1955
2:00 o'clock, P.M.

Members present: Cliff Yelle, State Auditor and Acting Chairman
H. A. Hoisie, Chairman, Washington State Highway Commission
Ralph M. Davis, Chairman, Public Service Commission
H. D. Van Eaton, Director of Public Institutions
W. A. Bugge, Director of Highways

D. B. Hodges, Secretary

Others present: O. B. Dinsmore, Assistant Director of Highways
A. J. Hutton, Jr., Assistant Attorney General
Paul Sinnitt, Assistant Attorney General
R. H. Baldock, Oregon State Highway Engineer
Glenn Iverson, Assistant State Highway Engineer, Oregon
Lyle Burt, Associated Press

A special meeting of the Washington Toll Bridge Authority was held in the office of the Governor on Monday, May 2, 1955, at 2:00 o'clock, P.M.

The reading of the minutes of the preceding meeting was dispensed with.

The meeting was called to order by the Secretary whereupon he advised that in view of the fact that Governor Langlie, Chairman of the Authority, was attending a conference in Washington, D. C., it would be necessary for the members of the Authority to elect a Chairman to preside at the meeting, whereupon it was moved by Mr. Van Eaton, seconded by Mr. Davis, and unanimously carried:

> That Mr. Cliff Yelle, State Auditor and member of the Authority, be elected to the position of duly qualified and acting Chairman of the Authority for the meeting of May 2, 1955.

The Secretary advised the Authority that the purpose of the meeting was to review the contract between the Oregon State Highway Commission, the Washington State Highway Commission and the Washington Toll Bridge Authority, and that the executed contract had been presented to the Authority for execution and further, that the subject contract had been duly executed by the Oregon State Highway Commission on April 27, 1955.

Mr. Sugg advised the Authority that the amended contract was made necessary due to legislation passed by the 1955 Legislature and was substantially the same as the previous contract entered into by the three agencies with the exception that the new contract provided for the construction of the proposed Vancouver-Portland Interstate Bridge to be financed through the sale of revenue bonds and also provided for the reconstruction of the existing bridge, payment for which could either be accomplished by receipt of Federal funds under the Truman-Hobbs Act or the sale of revenue bonds.

Mr. Baldock, State Highway Engineer for the Oregon State Highway Commission, advised that his agency recommended that plans for the reconstruction of the existing structure proceed immediately and that provision for same be incorporated in the amended contract as above referred. He pointed out the advantage to the highway user as well as the water borne traffic when both structures are constructed to the new plans. Mr. Baldock estimated that the program would eliminate approximately 90% of the bridge openings and further indicated his belief that the Army Engineers will limit the hours of openings, thereby reducing the cost for bridge operation. Mr. Baldock estimated that the reconstruction would save approximately $32,000.00 per year in operating costs by reconstruction of the existing structure to plans to conform to the design of the new structure. Mr. Baldock further reported that he and Mr. O. R. Dinsmore, Assistant Director of Highways for the Washington State Highway Commission, had met with Colonel Moorehead, District Engineer for the U. S. Corps of Engineers, on Friday, April 29, 1955 and it was indicative that Colonel Moorehead would explore the possibility of a hearing on the proposed program.

Mr. Baldock advised that he was proceeding to Washington, D. C. on another matter in the immediate future and if same met with the approval of the members of the Washington Toll Bridge Authority and the Washington State Highway Commission, he would be pleased to meet with the proper officials in Washington, D. C. to determine if it would be possible to obtain Federal participation under the Truman-Hobbs Act for the reconstruction of the existing structure.

It was further pointed out that there was a possibility that the amount of

water borne traffic requiring opening of the proposed structures would possibly be insufficient to stimulate Federal participation under the Truman-Hobbs Act.

Following a general discussion, it was moved by Mr. Van Eaton, seconded by Mr. Davis, and unanimously carried:

> That the contract as prepared and presented with respect to the Vancouver-Portland Toll Bridge, and as previously executed by the Oregon State Highway Commission, be approved by the Washington Toll Bridge Authority and executed herewith and forwarded to the Washington State Highway Commission for its approval and that the Secretary request legal counsel to prepare the necessary resolution to cover the action of the Authority, hereinafter set out.

There being no further business, the meeting was declared adjourned at 3:15 P.M.

WASHINGTON TOLL BRIDGE AUTHORITY

State Auditor and Acting Chairman

Chairman, State Highway Commission

ATTEST:

Chairman, Public Service Commission

Secretary

Director of Public Institutions

R E S O L U T I O N

WASHINGTON TOLL BRIDGE AUTHORITY

NO. 300

A RESOLUTION of the Washington Toll Bridge Authority approving an amended agreement to be entered into by and between the States of Oregon and Washington, through their respective Highway Commissions, and the Toll Bridge Authority, and authorizing the execution thereof by the members of the Authority.

WHEREAS, on the 9th day of August, 1954, the State of Oregon by and through its State Highway Commission, the State of Washington by and through its State Highway Commission, and the Washington Toll Bridge Authority entered into an agreement wherein the rights, powers, duties and obligations of the parties thereto with respect to the construction and financing of a new interstate bridge across the Columbia River, with approaches, adjacent to the existing Vancouver-Portland bridge, the reconstruction of the existing bridge, the fixing and collection of tolls for the use of both bridges, and the issuance of revenue bonds by the Washington Toll Bridge Authority were fixed; and

WHEREAS, it has been found necessary by the parties to said agreement that the same be amended and changed in certain particulars and that a new agreement containing such amendments and changes be entered into by the parties to said original agreement; and

WHEREAS, said amended agreement has been duly signed and executed by the members of the Oregon State Highway Commission on behalf of said Commission; and

WHEREAS, it is the understanding of the Authority that under the terms of the amended agreement the resolution authorizing the issuance and sale of revenue bonds in a maximum amount of approximately $14,000,000 may provide that such bonds may be delivered to the purchasers at first in an amount sufficient to provide funds only for the construction of the new bridge, or aproximately $11,000,000, with the right reserved to deliver

at a later time any or all of the remaining bonds authorized, as may prove necessary to provide funds for the alteration or reconstruction of the existing bridge; and

WHEREAS, such amended agreement has been presented to this Authority in meeting duly and regularly assembled as required by law; and

WHEREAS, said amended agreement has been duly considered by the members of the Authority and approved in all sections and particulars thereof;

NOW, THEREFORE, BE IT RESOLVED by the Washington Toll Bridge Authority as follows:

Section 1. That the amended agreement dated April 27, 1955, by and between the State of Oregon acting by and through its State Highway Commission, the State of Washington acting by and through its State Highway Commission, and the Washington Toll Bridge Authority, fixing the rights, duties, powers and obligations of the parties thereto with respect to the construction and financing of a new interstate bridge across the Columbia River, with approaches, adjacent to the existing Vancouver-Portland bridge, the reconstruction of the existing bridge, the fixing and collection of tolls for the use of both bridges, and the issuance of revenue bonds by the Washington Toll Bridge Authority is hereby in all respects approved.

Section 2. Each of the members of the Washington Toll Bridge Authority is hereby authorized to execute said agreement on behalf of the Authority.

ADOPTED at a special meeting of the Washington Toll Bridge Authority after notice thereof given as required by law, this 2nd day of May, 1955.

WASHINGTON TOLL BRIDGE AUTHORITY

_____
Chairman and Member

_____
Member

Member

Member

Member

ATTEST:

Secretary of the Authority

APPROVED AS TO FORM:

Assistant Attorney General
and Counsel for the Authority.

I, the undersigned, D. B. Hedges, do hereby certify that I am the duly appointed, qualified and acting Secretary of the Washington Toll Bridge Authority and that the foregoing constitutes a true, correct and complete copy of the Minutes of the meeting of the Washington Toll Bridge Authority duly convened and held at the Capitol in Olympia, Washington, on May 2, 1955, as appears of record in my office, and that no changes, alterations or amendments thereto have been ordered or made by said Authority.

In Witness Whereof, I have hereunto affixed my official signature and seal of said Authority at the Capitol in Olympia, Washington, this 16th day of May, 1955.

Secretary,
Washington Toll Bridge Authority

(SEAL)

I, the undersigned, D. B. Hedges, do hereby certify that I am the duly appointed, qualified and acting Secretary of the Washington Toll Bridge Authority and that the foregoing constitutes a true, correct and complete copy of the Minutes of the meeting of the Washington Toll Bridge Authority duly convened and held at the Capitol in Olympia, Washington, on May 2, 1955, as appears of record in my office, and that no changes, alterations or amendments thereto have been ordered or made by said Authority.

In Witness Whereof, I have hereunto affixed my official signature and seal of said Authority at the Capitol in Olympia, Washington, this 16th day of May, 1955.

Secretary,
Washington Toll Bridge Authority

(SEAL)

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APR 29 1955
FOR FILING
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April 29, 1955

Mr. Lorenz Goetz, Secretary
Washington State Highway Commission
Transportation Building
Olympia, Washington

Dear Mr. Goetz:

At the conference held on Wednesday of this week among the Washington State Highway Commission, the Washington Toll Bridge Authority, and the Oregon State Highway Commission in Portland concerning the bridge problem on US 99 between Portland and Vancouver, Mr. E. C. Huntley of your commission asked me to send him a copy of the notes that I took. I believe that he wants to use them at a meeting that is scheduled to be held on Monday, May 2. I enclose in duplicate a rough draft of my record.

I believe it is substantially correct, but is not final because it has not as yet been approved by the Oregon State Highway Commission. Accordingly it is subject to correction or revision. Mr. Huntley asked me to send the notes to you. Will you kindly deliver them to him.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

HBG:jmc

Encls.

RECEIVED
APR 29 1955
FOR FILING

April 29, 1955

Mr. Edwin Starin
Northern Light Tower
Seattle, Washington

Dear Mr. Starin:

As requested at the conference in Portland on Wednesday of this week, I hand you herewith a copy of the notes that I took at that time. I believe that the record as shown is substantially correct, but is subject to approval by the Oregon Highway Commission and, therefore, is not final.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

HBG:jmc

Encl.

RECEIVED
MAY 2 1955
FOR FILING
7971
465

April 29, 1955

Members of the State Highway Commission

Gentlemen:

At the conference with the Washington groups in Portland on Wednesday of this week, Mr. Huntley, one of the Washington Highway Commissioners, asked me to send him a copy of my record of that conference.

I enclose for your information a copy of the material that I am sending to him. In my letter of transmittal, I told him, of course, that this is not the final record, but is subject to such revisions as you may request.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

HBG:mm

Enclosure

RECEIVED
MAY 6 1955
FOR FILING

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
April 28, 1955

SUBJECT: Portland-Vancouver Bridge

To: Memorandum to the File:

At a meeting with the Washington State Highway Commission held at the Imperial Hotel, April 27, 1955, the following estimates of cost were given which include right of way and interest on bonds during construction and for an additional period of six months after opening to traffic. Estimates were in two alternates: (A) Build new bridge and open both to traffic with no remodeling of existing bridge; (B) Build new bridge and remodel existing bridge to same grade line as existing bridge.

(A) Time Schedule

Sell bonds	September 1, 1955
Open new bridge to traffic	September 30, 1957
Allow 6 months	March 31, 1958
Interest period	31 months

Interest at 3½ per cent 31/12 x .035 = .090
Credit one-half time at 2 per cent 31/24 x .02 = .026
Net .064

Cost	$ 9,385,000	(new bridge)
	400,000	(right of way)
	$ 9,785,000	x 1.064 = $10,411,240

(b) Time Schedule

Sell bonds	September 1, 1955
Open new bridge to traffic	September 30, 1957
Remodel old bridge and open	September 30, 1958
Allow 6 months	
Interest period	43 months

NOTED
G. E. ...SON

Interest at 3½ per cent 43/12 x .035 = .125
Credit one-half time at 2 per cent 43/24 x .02 = .036
Net .089

Cost	$ 9,385,000	(new bridge)
	2,310,000	(remodel old bridge)
	400,000	(right of way)
	$12,095,000	x 1.089 = $13,171,455

Added cost for remodeling old bridge
$13,171,455 - $10,411,240 = $2,760,215

Memorandum to the File - 2 April 28, 1955

These estimates do not include legal fees and expense of issuing bonds. In the new agreement a figure of $11,000,000 for the new bridge and $3,000,000 for remodeling is to be used.

G. S. Paxson

GSP:lg

cc Mr. G. S. Paxson
Mr. R. H. Baldock

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MAY 16 1955
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7771

STATE HIGHWAY COMMISSION MEETING

Delegation Washington State Highway Commission & Toll Bridge Authority

Date April 27, 1955

Time 2:00 p.m.

Name	City or Town	Capacity
B. Hedges		Secty. Washington Toll Bridge Authority
E. Hensel		Wash. State Highway Comm.
R. Dinsmore		Asst. Director Wash. Hwy. Dept.
C. Huntley		Hwy. Commission member
S. Hutton, Jr.		Asst. Attorney General
Edward Starin		Bond Counsel for Toll Bridge Authority

Portland, Oregon
April 27, 1955

The State Highway Commission met in special session in the Green Room of the Imperial Hotel in Portland at 2:00 p.m. on April 27, 1955.

Present were:

Ben R. Chandler, Chairman
Chas. H. Reynolds, Commissioner
M. K. McIver, Commissioner
R. H. Baldock, State Highway Engineer
W. C. Williams, Deputy State Highway Engineer
G. S. Paxson, Assistant State Highway Engineer
Robert L. May, Jr., Assistant Counsel
R. L. Porter, Right-of-Way Engineer
C. H. Armstrong, State Parks Superintendent
H. B. Glaisyer, Secretary

Also present were the following persons from the State of Washington representing the Washington State Highway Commission and the Washington Toll Bridge Authority:

Messrs. R. E. Hensel and E. C. Huntley, members of the Washington State Highway Commission;
Mr. O. K. Dinsmore, Assistant Director, Washington State Highway Department;
Mr. D. B. Hedges, Secretary, Washington Toll Bridge Authority;
Mr. Edward Starin, Bond Counsel for the Washington Toll Bridge Authority, and
Mr. A. G. Hutton, Jr., Assistant Attorney General for the State of Washington.

Chairman Chandler stated that the purpose of the meeting is to try to reach an agreement with respect to construction of the new bridge across the Columbia River between Vancouver and Portland and to reconstruct the existing bridge.

Mr. Dinsmore stated that it is the feeling of the Washington Highway authoritites that reconstruction of the existing bridge should be a part of the entire bridge project and that it is the obligation of the Federal Government to pay the costs involved, and that every effort should be made to get Federal funds to finance complete revision of the old structure. He pointed out that it was the Army Engineers who suggested that the old structure be revised. He stated also that there is concern in the minds of Washington authorities that if provision is made in the issuance of bonds to perform the revision work on the old bridge, the river-boat interests will not work for securing of Federal-aid.

Chairman Chandler stated that the Oregon State Highway Commission is in agreement with the idea that the Federal Government should pay at least part of the cost to revise the old bridge structure; however, the Commission also feels that there should be a meeting of minds between the two State authorities as to the procedure that should be followed in the event that Federal funds cannot be obtained under the Truman-Hobbs Act, because, in its opinion, the old bridge should be altered to conform to the new one.

Commissioner Reynolds commented that time is important and a start on the bridge construction program should be made as soon as possible. He agreed that the Federal Government should pay the cost of revising the old bridge and that there should be an agreement among the two States as suggested by Chairman Chandler.

Commissioner McIver remarked that, as he understands the Washington position, there is a possibility of losing Federal-aid if the two States agreed to make financial provision for revising the old bridge. He expressed the feeling that everything possible should be done to get the Truman-Hobbs money which was authorized for purposes such as this.

Mr. Baldock, Oregon State Highway Engineer, stated that the Army Engineers refused to invoke the provisions of the Truman-Hobbs Act as they felt that there is not enough river traffic at this time to justify raising the old bridge although they do require that the new bridge be constructed to a higher level. It was his feeling that if the two States request a new hearing with the Army Engineers and indicate to them that the States are willing to contribute a substantial portion of the cost of revising the old bridge, it will help the cause considerably. He pointed out that if the old bridge were raised, about 90 per cent of the drawspan openings can be eliminated, which would result in reducing the annual operating expense about 50 per cent thus realizing a savings of approximately $32,000 that will amortize an investment of $640,000. He suggested that the Army Engineers be approached with an offer by the States to pay one-half the cost of revising the old structure and if difficulties are encountered, then the matter can be presented to the Congress. He also suggested that every effort should be made to secure Federal-aid and if unsuccessful, that the States proceed with the work on the basis of an agreement which he proposed should be entered into at this time providing for State financing through issuance of bonds.

Chairman Chandler expressed the feeling of the Commission that the States should agree to build a high structure if the Federal monies cannot be obtained. He inquired as to the cost and time required to revise the old bridge and was informed by Mr. Baldock that it would take a year or possibly two and would cost about $3,000,000. He estimated the total cost for the new bridge, including interest charges but excluding financing cost, at $11,000,000 and the cost for both structures at $14,000,000.

Mr. Hedges commented that execution of an agreement as suggested by Mr. Baldock in his estimation will satisfy the conditions.

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NOTED
W. C. WILLIAMS

AMENDED AGREEMENT

THIS AGREEMENT, made and entered into this 27th day of April, 1955, by and between the STATE OF OREGON, by and through its State Highway Commission, hereinafter referred to as "Oregon", and the STATE OF WASHINGTON, by and through its State Highway Commission, hereinafter referred to as "Washington", and the WASHINGTON TOLL BRIDGE AUTHORITY, hereinafter referred to as "Authority", amending an agreement made and entered into on the 9th day of August, 1954, by and between the same parties;

W I T N E S S E T H:

RECITALS:

1. Washington and Oregon, after extensive study and research of problems pertaining to roads and bridges between the States, have heretofore mutually agreed upon the need for the construction, maintenance and operation of a second interstate bridge, including approaches thereto in both states, across the Columbia River between Portland, Oregon, and Vancouver, Washington, adjacent to the existing interstate bridge, to accommodate the present and ever-increasing volume of traffic between said states. The planned construction of said proposed new bridge in a manner which will adequately accommodate highway traffic, but still permit free and unobstructed water navigation upon the Columbia River, makes it necessary and desirable to alter or reconstruct the existing interstate bridge.

2. Washington and Oregon have determined that the most economical and feasible method of financing the construction of said proposed

new bridge and of altering or reconstructing said existing interstate bridge, or so much of the cost thereof as may be apportioned to the parties hereto under Chapter 409, 54 United States Statutes at Large, as amended by Chapter 889, 66 United States Statutes at Large, commonly known as and referred to herein as the "Truman-Hobbs Act," is by the sale of bonds with the principal and interest thereon to be paid from toll charges to be imposed on the use of the existing interstate bridge and the proposed new bridge when built. The estimated cost of constructing said new bridge is the sum of $11,000,000.00, and the estimated cost of altering or reconstructing said existing bridge is the sum of $3,000,000.00.

3. Upon the recommendation of the respective State Highway Commissions, the Legislative Assemblies of Washington and Oregon enacted, respectively, Chapter 132, Washington Laws 1953, as amended by Chapter 152, Washington Laws 1955, and Chapter 389, Oregon Laws 1953, which laws, in conjunction with other statutory powers and authorities of the Washington Toll Bridge Authority and the State Highway Commissions of each State, grant legislative authority for the construction of said proposed new bridge, including approaches thereto, the alteration or reconstruction of the existing interstate bridge, the maintenance and operation of said proposed new bridge and the existing interstate bridge, the raising of necessary funds therefor, and the imposition and collection of tolls for the use of both of said bridges, and further grant legislative authority for the parties hereto to enter into any and all such agreements with each other or with other parties as are necessary for the accomplishment of such purposes.

NOW, THEREFORE, the facts being generally as above set forth, it is mutually agreed by and between the parties hereto as follows:

1. Upon the execution of this agreement by the parties hereto, immediate plans shall be perfected, and the necessary action taken, for the accomplishment of the following purposes:

(a) The construction of a new, multi-lane draw bridge, including approaches thereto in both States, across the Columbia River between Portland, Oregon, and Vancouver, Washington, adjacent to the existing interstate bridge. Said new bridge and the approaches thereto shall be consolidated and merged with the existing interstate bridge and approaches so that both bridges shall be operated and maintained as a single toll facility.

Attached hereto and by this reference made a part hereof is a sketch map upon which is indicated the location of the proposed new bridge, including approaches thereto in both States. The southerly, or Oregon, approach to said bridge will be that portion of Highway U. S. 99 across the Columbia Valley flood plain in Oregon extending from the Denver Avenue-Union Avenue intersection which is immediately south of the Oregon Slouth bridge, to the south end of the proposed new bridge. The northerly, or Washington, approach to said bridge will be that portion of Highway U. S. 99 extending from 5th Street in Vancouver, Washington, southerly to the north end of the proposed new bridge.

(b) The alteration or reconstruction of the existing interstate bridge in such manner as to permit free and unobstructed water navigation upon the Columbia River, as well as to adequately

accommodate highway traffic routed across said bridge.

(c) The maintenance and operation of both of said bridges during the period said bridges are operated as toll bridges as a single toll facility.

(d) The issuance and sale of revenue bonds for the purpose of providing sufficient funds for the design and construction, including engineering and other costs incidental to such construction, of said proposed new bridge and approaches thereto in both States and necessary rights-of-way therefor in both States, to cover the costs of altering or reconstructing the existing bridge, or so much of the cost thereof as may be apportioned to the parties hereto under said "Truman-Hobbs Act," to pay the costs and expenses incurred in connection with the issuance and sale of such bonds and to pay interest on said bonds from the date of issuance to a period ending six months after both said bridges are opened to traffic and tolls are imposed for the use thereof.

(e) The imposition and collection of toll charges for the use of both said bridges, for the purpose of creating revenue sufficient to pay the principal and interest on said bonds, and the cost of maintaining and operating both of said bridges until such time as all bonds and interest thereon issued for the construction of the said new bridge and the alteration or reconstruction of said existing bridge shall have been paid.

The above purposes shall be accomplished pursuant to the following mutual arrangements and respective obligations:

THINGS TO BE DONE BY THE STATE OF OREGON:

1. Oregon shall make all necessary engineering tests, and prepare the design and all plans and specifications for the proposed new interstate bridge, including the southerly approaches thereto and all necessary machinery, and for the alteration or reconstruction of the existing interstate bridge, and shall make estimates of the total cost of the construction of said new bridge and of the alteration or reconstruction of said existing bridge, and submit the same to the Authority for its approval. In the preparation of such design, plans and specifications, Oregon may request and utilize the services of officers or employees of Washington.

2. Upon approval of the design, plans and specifications by Washington and the Authority, and by the Secretary of the Army in the event the Secretary has issued an order, pursuant to the "Truman-Hobbs Act," requiring alteration or reconstruction of the existing bridge, Oregon shall prepare and publish calls for competitive bids for the construction of said proposed new bridge, including the southerly approaches thereto and for alteration or reconstruction of the existing bridge, and when bids have been received, opened and publicly read, submit a complete report of the same to the Authority, and to the Secretary of the Army in the event the Secretary has issued an order pursuant to the "Truman-Hobbs Act," requiring alteration or reconstruction of the existing bridge.

3. If a satisfactory bid is received and approved by Oregon and the Authority, such bid shall be accepted and contracts for the

construction of said proposed new bridge, including the southerly approaches thereto, and for the alteration or reconstruction of said existing bridge, awarded in the name of the State of Oregon, by and through its State Highway Commission, and the State of Washington, at the direction of the Washington Toll Bridge Authority; provided, however, that in the event the Secretary of the Army has issued an order requiring alteration or reconstruction of the existing bridge pursuant to the "Truman-Hobbs Act," no bid for such alteration or reconstruction of said existing bridge shall be accepted and no contract for the same awarded until the Secretary authorizes proceeding with the project and has fixed the proportionate share of such alteration or reconstruction to be borne by the parties hereto and the United States.

4. Oregon shall supervise the performance of said contracts and all details with respect to the construction of said new bridge, including southerly approaches, and the alteration or reconstruction of said existing interstate bridge.

5. Oregon shall acquire all real property required within its boundaries for rights-of-way for said proposed new bridge and approaches thereto.

6. Oregon shall in the first instance pay all costs and expenses of things required to be done by Oregon in the foregoing five paragraphs, including costs incurred prior to this agreement, but shall at appropriate and convenient intervals submit to the Authority duly verified itemized statements of such costs and expenses, and the Authority shall promptly reimburse Oregon for the total amount thereof from the proceeds of the sale of the bonds, provided, however, that the Authority

shall reimburse Oregon from any funds available from the Authority Revolving Fund of the State of Washington for any disbursements made by Oregon under Paragraph 1 of this section upon presentation of duly itemized, verified vouchers therefor. Any sums thus expended shall be repaid by the Authority to the Authority Revolving Fund from the proceeds of the sale of the bonds.

7. Oregon shall at regular periods make an estimate of the amount of work completed and of the value of such completed work performed under the contracts for the construction of the proposed new bridge, including the southerly approaches thereto, and the alteration or reconstruction of the existing bridge, and submit such estimates to the Authority. As soon as practical after the completion and acceptance of the work Oregon shall prepare the final estimate of the quantity and value of the various classes of the work performed and submit the same to the Authority. The Authority shall make such partial payments to the contractor as are required under the provisions of the contract, and after the completion and acceptance of the work and receipt of the final estimate submitted by Oregon, shall pay to the contractor the entire sum found to be due after deducting all previous payments and all amounts to be retained or deducted under the provisions of the contract.

8. During the period when said bridges are operated as toll bridges Oregon shall be responsible for and shall perform all necessary and proper repair and maintenance work upon the main structure of said proposed new bridge and the toll plaza, and all necessary and proper repair and maintenance work upon that portion of the existing interstate bridge beginning at the south abutment of the main river structure at the north shore of Hayden Island, and extending to the north bank of the Columbia River at Vancouver, Washington. Oregon shall in the first

instance pay all costs and expenses of said necessary and proper repair and maintenance work, but shall at appropriate and convenient intervals, submit to the Authority duly verified itemized statements of such costs and expenses, and the Authority shall promptly reimburse Oregon for the total amount thereof out of revenue derived from the collection of tolls and available for such purpose.

9. Oregon shall be responsible for and shall perform at its sole expense all necessary and proper repair and maintenance work upon the southerly approaches to the existing interstate bridge and upon the southerly approaches of the proposed new bridge after the same has been completed, as such approaches are shown on said attached sketch map.

THINGS TO BE DONE BY WASHINGTON:

1. Washington shall, upon request, furnish to Oregon the services of any of its officers and employees and shall in all respects cooperate with Oregon to the end that the best interest of both States shall be promoted. Any expenses incurred by Washington with respect to said services, or any other expenses incurred in the preliminary planning and engineering of said bridges, including services incurred prior to the execution of this contract, shall be paid out of any funds available in the Authority Revolving Fund upon presentation of a duly verified, itemized voucher therefor. Any sum thus expended shall be repaid by the Authority to the Authority Revolving Fund from the proceeds of the sale of the bonds.

2. Washington shall acquire all real property required within its boundaries for rights-of-way for said proposed new bridge and approaches thereto, but shall be reimbursed for the total cost thereof from proceeds of the sale of the bonds upon submission of a duly verified itemized

statement of such costs.

3. Washington has heretofore awarded contracts for the construction of the northerly approaches to the proposed new bridge in accordance with plans and specifications prepared by Washington and examined and approved by Oregon. Washington shall supervise the performance of said contracts and all details with respect to the construction of said northerly approaches. In the event the complete construction of the northerly approaches to said bridge necessitates the construction or installation of facilities or equipment in addition to that for which contracts have heretofore been awarded, Washington shall prepare plans and specifications therefor and submit the same to Oregon for approval. Upon approval of such plans and specifications Washington shall either perform such necessary additional work with its own forces or prepare and publish a call for the competitive bids for the performance of such work, and if a successful bid is received accept such bid and award the contract for the performance of such work. Washington shall supervise the performance of such contracts.

4. Washington shall, in the first instance, pay all costs and expenses of the construction of the northerly approaches to said proposed new bridge, including costs and expenses upon contracts which have been heretofore awarded and additional contracts which may be necessary as set forth above, but shall submit to the Authority duly verified itemized statements for such costs and expenses, and the Authority shall promptly reimburse Washington from the proceeds of the bond sale for the total amount thereof; provided, however, that Washington shall not claim or be entitled to reimbursement for any such costs and expenses in excess

of the total cost and expense of the southerly approaches to said proposed new bridge.

5. Washington shall be responsible for and shall perform at its sole cost all necessary and proper repair and maintenance work upon the northerly approaches to the existing interstate bridge and the northerly approaches of the proposed new bridge after the same has been completed, as such approaches are shown on said attached sketch map.

THINGS TO BE DONE BY THE WASHINGTON TOLL BRIDGE AUTHORITY:

1. The Authority shall employ a nationally recognized firm of Traffic Engineers for the purpose of making such detailed studies and reports as shall be necessary to consummate the sale of the bonds required to finance the proposed project upon the most beneficial terms that may be possible of attainment. Such reports shall be based upon traffic surveys made by said Traffic Engineers and shall include an analysis of such traffic surveys and their opinions of the probable traffic, required toll schedule, cost of operation and maintenance of the bridges, all in sufficient detail to indicate the estimated amount of revenue to be derived from the imposition and collection of toll charges for the use of said bridges. Copies of the reports of the Traffic Engineers shall be made available to all parties hereto. The cost and expense of said engineering survey and report shall be paid out of any funds available in the Authority Revolving Fund upon presentation of a duly verified, itemized voucher therefor. Any sum thus expended shall be paid by the Authority to the Authority Revolving Fund from the proceeds of the sale of the bonds.

of the total cost and expense of the southerly approaches to said proposed new bridge.

5. Washington shall be responsible for and shall perform at its sole cost all necessary and proper repair and maintenance work upon the northerly approaches to the existing interstate bridge and the northerly approaches of the proposed new bridge after the same has been completed, as such approaches are shown on said attached sketch map.

THINGS TO BE DONE BY THE WASHINGTON TOLL BRIDGE AUTHORITY:

1. The Authority shall employ a nationally recognized firm of Traffic Engineers for the purpose of making such detailed studies and reports as shall be necessary to consummate the sale of the bonds required to finance the proposed project upon the most beneficial terms that may be possible of attainment. Such reports shall be based upon traffic surveys made by said Traffic Engineers and shall include an analysis of such traffic surveys and their opinions of the probable traffic, required toll schedule, cost of operation and maintenance of the bridges, all in sufficient detail to indicate the estimated amount of revenue to be derived from the imposition and collection of toll charges for the use of said bridges. Copies of the reports of the Traffic Engineers shall be made available to all parties hereto. The cost and expense of said engineering survey and report shall be paid out of any funds available in the Authority Revolving Fund upon presentation of a duly verified, itemized voucher therefor. Any sum thus expended shall be paid by the Authority to the Authority Revolving Fund from the proceeds of the sale of the bonds.

2. The Authority shall retain a firm of recognized bond attorneys for the purpose of providing such legal advice as may be required relative to the issuance and sale of the bonds. Such legal services would include but not necessarily be limited to examination as to the validity of the legislation authorizing the proposed project, collaboration with the Authority in drawing a resolution or trust indenture, to be approved by Oregon, setting up the covenants between the Authority and its bond holders, and an opinion to be rendered at the time of delivery of the bonds and payment therefor, approving the validity of the bonds and all proceedings relating to their issuance, and providing the purchasers of the bonds with an opinion acceptable to them as to the tax exempt status of the interest on the bonds. The entire cost and expense of said legal services shall be paid out of the proceeds of the bond sale.

3. The Authority shall prepare and publish a call for competitive bids for the sale of bonds, to be approved by Oregon, in such amounts so as to provide funds with which to pay all costs of the design and construction of the proposed new bridge including approaches thereto in both States, and the alteration or reconstruction of the existing interstate bridge, or so much of the cost thereof as may be apportioned to the parties hereto under the "Truman-Hobbs Act," in the event the Secretary of the Army issues an order requiring alteration of said existing bridge pursuant to said Act, including but not being limited to rights-of-way and engineering surveys, expenses incident to the issuance of the bonds, which shall include, but shall not be limited to legal fees, costs of printing, authentication and delivery of the bonds, and to pay interest upon the principal sum during the period beginning

with the date of issue of the bonds and ending at the expiration of six months after both said bridges are opened to traffic and tolls imposed for the use thereof. Proceeds derived from the sale of said bonds shall be disbursed by the Authority.

4. If a bid satisfactory to Oregon and the Authority is received, the Authority shall accept such bid, and proceed to issue and sell said bonds in the name of and as the sole obligation of the Washington Toll Bridge Authority.

5. From and after the date upon which the proposed new bridge is completed and opened to travel and toll charges are imposed for the use of said new bridge and the existing bridge, the Authority shall assume and shall have complete responsibility for the operation of both bridges as a single toll facility, except as to repair and maintenance, provision for which is made elsewhere in this agreement. The Authority shall have full power to employ any and all personnel required for the efficient and economical operation of said bridge as a single toll facility.

6. The Authority shall collect all toll charges imposed for the use of both of said bridges and shall disburse revenues so derived for the redemption of outstanding bonds and for the payment of interest on such bonds and as otherwise provided under the terms and conditions of the sale of such bonds. Any remaining funds derived from said tolls may be allocated and used for such other purposes incidental to the construction of the proposed new bridge, the alteration or reconstruction of the existing bridge, and the operation and maintenance of both of said bridges as the Authority deems appropriate and necessary; provided, however, that the maximum possible amount of revenue derived from toll

charges shall be used for the redemption of outstanding bonds so that all bonds may be retired and said bridges operated free of tolls at the earliest possible date. The classification and amounts of tolls to be charged and collected from users of said toll facility and the time or times when the same shall be first imposed shall be determined by agreement between the parties hereto; provided, however, that the tolls in no event shall be in an amount less than necessary to pay the principal and interest upon the bonds, costs of maintenance and operation of the new and existing bridges and toll plaza and other costs incidental thereto, and to provide such debt service coverage and reserves that may be necessary for the bonds. In case of disagreement between the parties as to the amount required for such purposes, the determination of the Toll Bridge Authority as to the minimum amounts required for such purposes shall be final.

7. All funds derived from the sale of bonds and the collection of tolls which are not necessary or required for immediate disbursement, as provided herein, may be invested by the Authority in short term United States Government securities so that a reasonable return may be realized from such funds. All earnings derived from such investments shall be used for the same purposes for which revenues derived from tolls may be used.

8. Upon the submission to it by Oregon of duly verified itemized statements of costs and expenses as set forth in paragraphs 6 and 8 under THINGS TO BE DONE BY OREGON, the Authority shall promptly reimburse Oregon for the total amount of each such itemized statement.

9. Upon the submission to it by Oregon of the estimates provided for in paragraph 7 under THINGS TO BE DONE BY OREGON, the

Authority shall promptly pay the amounts due to the contractor for the work performed in constructing said proposed new bridge and altering or reconstructing said existing bridge, pursuant to the contracts therefor.

10. Upon submission to it by Washington of the duly verified itemized statements of the cost of real property, as provided in paragraph 2 under THINGS TO BE DONE BY WASHINGTON, the Authority shall promptly reimburse Washington for the total amount of such itemized statement.

11. Upon submission to it by Washington of duly verified itemized statements of costs and expenses as set forth in paragraph 4 under THINGS TO BE DONE BY WASHINGTON, the Authority shall promptly reimburse Washington for the total amount of such itemized statement.

12. The Authority shall provide for the issuance and sale of revenue bonds payable solely from the revenue derived from the imposition and collection of tolls upon both bridges as a single toll facility. Such bonds shall be in a total principal amount sufficient to provide funds to pay the cost of the design and construction of the proposed new bridge, including the construction of the approaches thereto in both States and the cost of acquisition of rights-of-way therefor, the costs of altering or reconstructing the existing bridge or so much of the cost thereof as may be apportioned to the parties hereto under the "Truman-Hobbs Act," the expenses incident to the issuance of such bonds including the payment of interest for a period beginning with the date of issuance thereof and ending at the expiration of six months after tolls are first imposed and a reasonable amount for working capital and pre-paid insurance. The form, terms, conditions, covenants, negotiability,

denominations and maturity date or dates of such bonds, the creation of special funds or accounts safeguarding and providing for the payment of the principal thereof and interest thereon, and the manner of redemption and retirement of the same, shall be governed by the provisions of Chapter 47.56 RCW. With respect to the above items that are not specifically provided for in Chapter 47.56, the same shall be finally determined as agreed upon between the parties hereto.

GENERAL PROVISIONS:

1. The classification and amounts of tolls to be charged and collected from users of said toll facility and the time or times when the same shall be first imposed shall be determined by agreement between the parties hereto; provided, however, that the tolls in no event shall be in an amount less than necessary to pay the principal and interest upon the bonds, costs of maintenance and operation of the new and existing bridges and toll plaza and other costs incidental thereto, and to provide such debt service coverage and reserves that may be necessary for the bonds. In case of disagreement between the parties as to the amount required for such purposes, the determination of the Toll Bridge Authority as to the minimum amounts required for such purposes shall be final.

2. As soon as all bonds and interest thereon issued for the construction of said new bridge and the alteration or reconstruction of said existing bridge have been paid, toll charges for the use of both said bridges shall be removed and both said bridges shall thereafter be operated as free bridges. The parties hereto hereby mutually pledge their complete cooperation, to the end that all bonds may be retired and said

bridges operated free of tolls at the earliest possible date.

3. That certain agreement by and between the State of Oregon, by its State Highway Commission, and the State of Washington, by its State Highway Committee, dated January 29, 1929, relating to the maintenance and operation of the existing interstate bridge, shall remain in full force and effect until such time as the proposed new bridge is opened for public travel and the Authority assumes its duties of operation of both said bridges as provided herein. Said contract shall as of that date be deemed revoked by mutual consent and of no further force or effect.

4. Not later than six months prior to the time when said bonds and interest thereon issued for the construction of said new bridge shall be fully paid, Washington and Oregon shall enter into an agreement providing for the operation, maintenance and repair of both said bridges. In the event circumstances prevent the execution of such agreement both said bridges shall be operated, maintained and repaired according to the terms and conditions set forth in that certain agreement by and between the State of Oregon, by its State Highway Commission, and the State of Washington, by its State Highway Committee, dated January 29, 1929, relating to the maintenance and operation of the existing interstate bridge.

5. In the construction of said proposed new bridge, and alteration or reconstruction of the existing bridge, and the use, maintenance and operation of both said bridges, due regard shall be given to all applicable State and Federal statutes, and to all rules, regulations and requirements of the United States or its agencies.

6. The parties hereto recognize the need of reconstructing the existing bridge to give greater horizontal and vertical clearances in order to prevent delays to both highway and water traffic. The Federal Government has required the states to go to a great deal of additional expense in the building of the new bridge to afford better horizontal and vertical clearances to river craft, which requires highway traffic to operate over ascending and descending grades, and the benefits to both types of traffic by fewer bridge openings will be nullified if the existing bridge is not altered or reconstructed. Therefore, each party pledges its full cooperation toward securing federal assistance and participation under the "Truman-Hobbs Act," but, in the event that such federal assistance and participation is not obtained, will proceed to reconstruct the present bridge to the same standards as proposed for the new bridge, with funds derived from the sale of bonds as provided herein.

IN WITNESS WHEREOF, the parties hereto have subscribed their names and affixed their seals as of the day and year first above written.

ATTEST:

/s/ H. B. GLAISYER
Assistant Secretary

APPROVED:

/s/ R. H. BALDOCK
State Highway Engineer

APPROVED AS TO FORM:

/s/ ROBERT L. MAY, JR.
Asst. Chief Counsel

STATE OF OREGON, by and through its State Highway Commission

/s/ BEN R. CHANDLER
Chairman

/s/ CHAS. H. REYNOLDS
Commissioner

/s/ M. K. McIVER
Commissioner

ATTEST:

/s/ LORENZ GOETZ
Secretary

APPROVED:

/s/ W. A. BUGGE
Director of Highways

STATE OF WASHINGTON, by and through its State Highway Commission

/s/ R. A. MOISIO
Chairman

/s/ E. C. HUNTLEY
Commissioner

/s/ O. E. STONE
Commissioner

/s/ R. E. HENSEL
Commissioner

ATTEST:

/s/ D. B. HEDGES
Secretary

APPROVED AS TO FORM:

/s/ PAUL SINNITT
Assistant Attorney General

WASHINGTON TOLL BRIDGE AUTHORITY

Chairman

/s/ H. D. VAN EATON
Member

/s/ CLIFF YELLE (Acting Chairman)
Member

/s/ RALPH DAVIS

/s/ R. A. MOISIO

RLM/mlk
4/26/55

RECEIVED
APR 27 1955
FOR FILING

Salem, Oregon
April 26, 1955

Columbia River Interstate
Bridge at Portland

Mr. H. H. Baldock

We have not had time, as yet, to take off detailed estimates of the cost of the new struct re. Based upon our preliminary estimates, which should be ample to cover the final cost, the costs are as follows:

Main river crossing	$6,745,000
Oregon approaches, including toll plaza and Oregon Slough	1,320,000
Allowance for Washington approaches	1,320,000
	$9,385,000

We have gone back over the proposal for revising the existing structure, and our estimate of cost is $2,310,000. The above estimates are based on not using any of the existing steel spans in the present bridge to replace spans of similar length in the new structure.

If we remodel the existing bridge now, we will have three 265-foot spans available for use in the new structure. These are the two spans removed to make room for the 530-foot span and the single span on the south end which would be removed to provide more length of toll plaza. In order to use these three spans it would be necessary to build a temporary pile trestle in the second, third and fourth spans from the south, to carry traffic while the remodeling of the existing bridge was underway. When the existing bridge was remodeled, the pile trestle would be removed and the three surplus spans placed in position.

Our estimate of cost on the building and removal of the pile trestle and setting the old spans in place is $250,000. The use of the three old spans would effect a saving in the cost of the new structure of $700,000, but salvage of $110,000 should be allowed on the old spans if they are not used. Deducting the trestle cost and the salvage value, the use of the old spans would result in a saving in construction cost of $240,000.

NOTED
G. S. PAXSON

The time schedule under the alternate schemes would be as follows:

Open bids on new span	August 1, 1955
Complete new span (If no remodeling is done on existing bridge, collection of tolls could start on this date.)	September 30, 1957
Open bids on remodeling of existing bridge	June 1, 1956
Close existing bridge	September 30, 1957
Complete remodeling of existing bridge	September 30, 1958

This schedule can be met if the spans from the old bridge are not used.

If the spans from the old bridge are used, the new structure would be closed to traffic on September 30, 1958 and the old spans placed in position by April 30, 1959.

If the old spans are not used, toll collection can start on September 30, 1958, but, if they are used, toll collection would be postponed until April 30, 1959.

Assuming a total bond issue of $14,000,000 and an interest rate of 3½ per cent, the additional interest because of remodeling the existing bridge without using the surplus spans would be $490,000. If the spans are used, the interest during the additional seven months occasioned by their use would be $235,000. The saving in construction cost by the use of the three old trusses is estimated at $240,000, which lacks $45,000 of equaling the added interest cost.

The roadway width inside of curbs on the existing structure is 38 feet, and the inside of the end posts of the trusses are 5 inches back of the face of curb. On the new structure we have a 40-foot roadway, and the inside of the trusses is 2 feet back of the face of the curb. In setting these old trusses into the new structure, we will have an offset of 1 foot in the curb on each side of the roadway and an offset of 2'-7" on the inside of the trusses.

Since there is no saving in using the old trusses in the new bridge and their use would result in a distinctly inferior project, I recommend that they not be used.

GSP:gm

G. S. Pearson

The time schedule under the alternate scheme would be as follows:

Open bids on new span	August 1, 1955
Complete new span (If no remodeling is done on existing bridge, collection of tolls could start on this date.)	September 30, 1957
Open bids on remodeling of existing bridge	June 1, 1956
Close existing bridge	September 30, 1957
Complete remodeling of existing bridge	September 30, 1958

This schedule can be met if the spans from the old bridge are not used.

If the spans from the old bridge are used, the new structure would be closed to traffic on September 30, 1958 and the old spans placed in position by April 30, 1959.

If the old spans are not used, toll collection can start on September 30, 1958, but, if they are used, toll collection would be postponed until April 30, 1959.

Assuming a total bond issue of $14,000,000 and an interest rate of 3½ per cent, the additional interest because of remodeling the existing bridge without using the surplus spans would be $490,000. If the spans are used, the interest during the additional seven months occasioned by their use would be $285,000. The saving in construction cost by the use of the three old trusses is estimated at $240,000, which lacks $45,000 of equaling the added interest cost.

The roadway width inside of curbs on the existing structure is 38 feet, and the inside of the end posts of the trusses are 5 inches back of the face of curb. On the new structure we have a 40-foot roadway, and the inside of the trusses is 2 feet back of the face of the curb. In setting these old trusses into the new structure, we will have an offset of 1 foot in the curb on each side of the roadway and an offset of 2'-7" on the inside of the trusses.

Since there is no saving in using the old trusses in the new bridge and their use would result in a distinctly inferior project, I recommend that they not be used.

C3P:gm

G. S. Paxson

COMMISSIONERS
R. A. MOISIO, CHAIRMAN
TACOMA
R. E. HENSEL, MEMBER
BREMERTON
E. C. HUNTLEY, MEMBER
COLFAX
H. E. MORGAN, MEMBER
LONGVIEW
OSCAR E. STONE, MEMBER
SPOKANE

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MAY 3 1955
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4653

STATE OF WASHINGTON
ARTHUR B. LANGLIE, GOVERNOR

WASHINGTON STATE HIGHWAY COMMISSION
DEPARTMENT OF HIGHWAYS

W. A. BUGGE, DIRECTOR
TRANSPORTATION BUILDING
OLYMPIA

DISTRICT OFFICES
NO. 1 SEATTLE 4
490 SPOKANE ST.
NO. 2 WENATCHEE
P. O. BOX 98
NO. 3 OLYMPIA
P. O. BOX 527
NO. 4 VANCOUVER
4200 MAIN STREET
NO. 5 YAKIMA
P. O. BOX 62
NO. 6 SPOKANE 21
N. 2820 MAYFAIR ST.

REFERRED TO
Paxson
By State Highway Engineer

April 25, 1955

Wilbur Smith and Associates
265 Church Street
New Haven, Connecticut

Re: Proposed Vancouver-Portland Toll Bridge

Gentlemen:

I am transmitting herewith a photostat of the toll lane layout in connection with the proposed Vancouver-Portland Interstate Toll Bridge. Please be advised that the thinking on the proposed facility has been altered to some extent and consideration is now being given to including an amount of money in the bond issue sufficient to accomplish the reconstruction of the existing Interstate Bridge in order that it may conform in design to the structure. It was originally contemplated that the revision of the existing structure would be accomplished by the Federal government under the Truman-Hobbs Act, but apparently there is now some question as to this program.

In order that you may be advised, I am informed that the project cost may, therefore, be increased by approximately $2,500,000.00. Please bear in mind that the estimates of cost on the facility are not as yet complete but it is reasonable to assume that the total cost for the new bridge and reconstruction of the existing bridge may now be approximately $15,000,000.00.

There is presently scheduled a joint meeting between the officials of the Oregon State Highway Commission, the Washington State Highway Commission and the Washington Toll Bridge Authority on April 27th regarding this matter. This office will advise you immediately as to the decisions reached at this meeting in order that

NOTED
G. S. PAXSON

COPY

you may give consideration to the added cost in your feasibility study.

Very truly yours,

WASHINGTON TOLL BRIDGE AUTHORITY

By: D. B. HEDGES
Secretary

DBH:hm
cc: Mr. R. H. Baldock

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April 20, 1955

Mr. D. B. Hedges, Secretary
Washington Toll Bridge Authority
Transportation Building
Olympia, Washington

Dear Mr. Hedges:

Herewith in triplicate an invoice in the amount of $1,796.27 which is a partial billing for the cost of foundation investigations for the proposed Columbia River Bridge between Vancouver, Washington, and Portland, Oregon. Under the tri-party agreement between the States of Oregon and Washington and the Washington Toll Bridge Authority, the State of Oregon is to be reimbursed by the Washington Toll Bridge Authority for its costs in connection with this work.

Very truly yours,

R. H. Baldock
State Highway Engineer

Attachs.
GSP:gm

cc G. S. Paxson

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April 20, 1955

Mr. W. A. Bugge
Director of Highways
Washington Department of Highways
220 Transportation Building
Olympia, Washington

Dear Mr. Bugge:

A conference among interested parties to discuss the contract between the states of Washington and Oregon concerning construction of toll bridges across the Columbia River on U. S. 99 between Portland, Oregon, and Vancouver, Washington, will be held in Portland on Wednesday, April 27, 1955, starting at 2:00 p. m.

A meeting place has been arranged in the "Streamline" Room in the basement of the Imperial Hotel.

Very truly yours,

R. H. Baldock
State Highway Engineer

HBG:jmc

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April 20, 1955

Members of State Highway Commission

Gentlemen:

A conference has been arranged among interested parties to discuss matters pertaining to the contract between the states of Oregon and Washington concerning the construction of toll bridges across the Columbia River on U. S. 99 between Portland, Oregon, and Vancouver, Washington.

This meeting will be held in Portland on Wednesday, April 27, 1955, starting at 2:00 p. m. Mr. Glaisyer has arranged with the management of the Imperial Hotel to hold this conference in the Streamline Room in the basement of the hotel. It was not possible to obtain the use of the Green Room due to a previous reservation.

Very truly yours,

R. H. Baldock
State Highway Engineer

HBG:jmc

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APR 25 1955
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OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
April 19, 1955

SUBJECT: Proposed Interstate Bridge between Vancouver and Portland

Memorandum to File

To:

Subsequent to my telephone call of this morning with Mr. Richard Thorgrimson relative to the above matter, Mr. Ed Starin, associate of Mr. Thorgrimson, called with respect to the suggestions he had made. Mr. Starin advised that the following changes would be made in the final draft of the contract to be submitted to the Washington Toll Bridge Authority and the Washington State Highway Commission.

Proposed changes A, A 1, B, C and D will be inserted into the contract.

Proposed correction E, which involved a rewriting of section 5 on page 9 of the contract, is eliminated and the following change made:

On page 9, paragraph 5 would be amended to read as follows: From and after the date upon which the proposed bridge is completed and open to travel and toll charges are imposed for the use of said new bridge and the existing bridge the Authority shall assume and shall have complete responsibility for the operation of both bridges as a single toll facility except as to repair and maintenance, provision for which is made elsewhere in this agreement. The Authority shall have full power to employ any and all personnel required for the efficient and economical operation of said bridge as a single toll facility.

On page 9, paragraph 6 will read as it now appears except there will be added the following: The classifications and amounts of tolls to be charged and collected from users of toll facility, and the time when the same shall be first imposed, shall be determined by agreement between the parties hereto; provided, however, that in no event shall the toll charges be in an amount less than necessary to pay the principal and interest upon the bonds, costs of maintenance and operation of the new and existing bridges and toll plazas, and other costs incidental thereto, and to provide such debt service coverage and reserves that may be found necessary for the bonds. In case of disagreement between the parties as to the amount required for such purposes the determination of the Toll Bridge Authority as to the minimum amounts required therefor shall be final.

With respect to proposed correction F, the new section 12 will be inserted as proposed under that correction but the following will be added to the new section 12: With respect to the above items that are not specifically provided for in Chapter 47.56 the same shall be finally determined as agreed upon by the parties hereto.

Proposed correction G will not be made, but instead the following correction will be made. Delete sections 1 and 2 on pages 10 and 11 of the contract and substitute the following:

> 1. The classifications and amounts of tolls to be charged and collected from users of toll facility, and the time when the same shall be first imposed, shall be determined by agreement between the parties hereto; provided, however, that in no event shall the toll charges be in an amount less than necessary to pay the principal and interest upon the bonds, costs of maintenance and operation of the new and existing bridges and toll plazas, and other costs incidental thereto, and to provide such debt service coverage and reserves that may be found necessary for the bonds. In case of disagreement between the parties as to the amount required for such purposes the determination of the Toll Bridge Authority as to the minimum amounts required therefor shall be final.

ROBERT L. MAY, JR.
Assistant Counsel

RLM/mlk

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APR 25 1955
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OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
April 19, 1955

SUBJECT: Proposed Interstate Bridge between Vancouver and Portland

To: Memorandum to File

On this date I called Mr. Richard Thorgrimson, of Preston, Thorgrimson & Horowitz, attorneys in Seattle, Washington, for the purpose of discussing proposed changes to the contract entered into between the Oregon State Highway Commission, the Washington State Highway Commission and the Washington Toll Bridge Authority relative to the above matter. My comments to Mr. Thorgrimson with respect to the proposed changes were as follows:

In the brief time we have had to review the changes we find no objections to changes A, A 1, B, C or D. With respect to change E, which is a proposed rewrite of section 5 on page 9 of the agreement, it was pointed out that the second sentence of the proposed rewrite seems to be to a large extent a duplication of paragraph 6 on page 9 of the agreement. Furthermore, objections were expressed to vesting in the Washington Toll Bridge Authority the full power to impose toll charges. It was my suggestion that the right to impose charges be deleted from this proposed rewrite and that the corrections to be accomplished by the second sentence of E be inserted into paragraph 6, rather than paragraph 5, of the agreement.

I also reminded Mr. Thorgrimson that at one time Mr. Starin, his associate, had questioned the authority of the Oregon State Highway Commission to vest in the Washington Toll Bridge Authority the complete responsibility for maintenance and operation of the new bridge and that at that time a suggestion had been made that the contract be amended to provide that the authority of the Washington Toll Bridge Authority with respect to operation and maintenance be subject to the general supervision of the Oregon State Highway Commission. I advised Mr. Thorgrimson that it was immaterial to this office whether this correction is made, but that if he still considers the question to be of importance it would be well to make the correction. Mr. Thorgrimson stated he would devote additional study to the matter.

With respect to correction F, I suggested to Mr. Thorgrimson that the proposed new section 12 may be a duplication of provisions already in the contract. Mr. Thorgrimson stated that he felt this was probably

true but did not indicate what action would be taken. With respect to the last sentence of the proposed new section 12, relating to the provisions of Chapter 47.56, Revised Code of Washington, I suggested additional language which would make it clear that with respect to matters not controlled by Washington law determination of details would be made by agreement between the parties to the contract. Mr. Thorgrimson concurred in this proposed change.

With respect to correction G, I advised Mr. Thorgrimson that we objected to the proposed new section 1 and specifically objected to any provision which would vest in the Washington Toll Bridge Authority the exclusive right to establish the rate and classification of tolls. I suggested to Mr. Thorgrimson that a new paragraph should be inserted which would provide in effect that the classification and amounts of tolls would be determined by agreement between the parties, provided, however, that the tolls would in no event be established at a rate less than sufficient to provide funds for the payment of all obligations set forth in the contract and that in the event of a disagreement between the parties as to the minimum amount necessary for such purposes the determination of the Washington Toll Bridge Authority would be final. Mr. Thorgrimson made no commitments with respect to this proposed new paragraph but indicated that he would give it serious consideration.

Mr. Thorgrimson advised that Mr. Darrell Hedges, Secretary for the Washington Toll Bridge Authority, is to pick up the proposed revised agreement this afternoon and that the agreement is to be taken immediately to the Washington Toll Bridge Authority and Washington State Highway Commission for signature, after which it will be forwarded to the Oregon State Highway Commission. In the meantime, Mr. Thorgrimson will mail to this office a copy of the revised agreement; and as soon as he has had an opportunity to consider the changes which I proposed, he will call me.

I inquired from Mr. Thorgrimson as to what his plan is with respect to a court test of the agreement. He advised that it was proposed to have vouchers submitted to the Toll Bridge Authority for payment by both the Oregon State Highway Commission and the Washington State Highway Commission. The auditor for the Toll Bridge Authority will refuse to pay the vouchers on the grounds that the contract is invalid and unenforceable. The Attorney General of the State of Washington will obtain an alternate writ of mandamus, which will allow original jurisdiction by the Supreme Court of the State of Washington. Mr. Thorgrimson is hopeful that the matter can be placed before the Supreme Court at the May term. He feels that if Oregon agrees to submit to the jurisdiction of the Washington Supreme Court an appearance can be made by Oregon. Mr. Thorgrimson stated that one question which had arisen was

whether to have two cases, one involving a voucher submitted by Oregon and one involving a voucher submitted by Washington, or whether to have a single case with the State of Oregon intervening. Mr. Thorgrimsen is inclined to favor the former procedure but requested our thinking on the matter.

ROBERT L. MAY, JR.
Assistant Counsel

RLM/mlk

REFERRED
TO Mary
FOR Handling - Please
see Baldock before
calling Thorgrimson.
(See me also.)
Enc

PRESTON, THORGRIMSON & HOROWITZ
ATTORNEYS AT LAW
NORTHERN LIFE TOWER
SEATTLE, 1

HAROLD PRESTON-1938
O. B. THORGRIMSON
FRANK M. PRESTON
CHARLES HOROWITZ
RICHARD THORGRIMSON
EDWARD STARIN
JAMES R. ELLIS
F. E. SANSOM
DONALD L. HOLMAN

April 17, 1955

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Mr. Baldock:

Re: Oregon-Washington Contract
for Vancouver-Portland
Interstate Bridge

Enclosed herewith please find the suggested changes and amendments that we discussed on Friday to the agreement entered into under date of August 9, 1954, by and between the State of Oregon through its State Highway Commission, the State of Washington through its Highway State Commission, and the Washington Toll Bridge Authority.

These insertions or changes do not include the two or three changes that we penciled in to the contract at our meeting.

We are planning to have the final contract in Mr. Hedges' hands Tuesday afternoon and, therefore, we must hear from you or Mr. Enfield by Tuesday morning. (Our phone number is ELliott 7580.)

It is possible that in redictating the final contract we may make two or three minor changes in verbiage, but you may rest assured that they will not change the meaning or intent of the paragraphs or sections therein.

Very truly yours,

PRESTON, THORGRIMSON & HOROWITZ

By Richard Thorgrimson
Richard Thorgrimson

RT:hf
encl.
cc: Mr. Hedges

A G R E E M E N T

THIS AGREEMENT, made and entered into this 9th day of August, 1954, by and between the STATE OF OREGON, by and through its State Highway Commission, hereinafter referred to as "Oregon", and the STATE OF WASHINGTON, by and through its State Highway Commission, hereinafter referred to as "Washington", and the WASHINGTON TOLL BRIDGE AUTHORITY, hereinafter referred to as "Authority";

W I T N E S S E T H:

RECITALS:

1. Washington and Oregon, after extensive study and research of problems pertaining to roads and bridges between the States, have heretofore mutually agreed upon the need for the construction, maintenance and operation of a second interstate bridge, including approaches thereto in both states, across the Columbia River between Portland, Oregon, and Vancouver, Washington, adjacent to the existing interstate bridge, to accommodate the present and ever-increasing volume of traffic between said states.

2. Washington and Oregon have also determined that the most economical and feasible method of financing the construction of said proposed new bridge is by the sale of bonds with the principal and interest thereon to be paid from toll charges to be imposed on the use of the existing interstate bridge and the proposed new bridge when built.

3. Upon the recommendation of the respective State Highway Commissions, the Legislative Assemblies of Washington and Oregon enacted, respectively, Chapter 132, Washington Laws 1953, as amended by chapter ___ Washington Laws ..., and Chapter 389, Oregon Laws 1953, which laws, in conjunction with other statutory powers and authorities of the Washington Toll Bridge Authority and the State Highway Commissions of each State, grant legislative authority for the construction of said proposed new bridge, including approaches thereto, the

maintenance and operation of said proposed new bridge and the existing interstate bridge, the raising of necessary funds therefor, and the imposition and collection of tolls for the use of both of said bridges, and further grant legislative authority for the parties hereto to enter into any and all such agreements with each other or with other parties as are necessary for the accomplishment of such purposes.

NOW, THEREFORE, the facts being generally as above set forth, it is mutually agreed by and between the parties hereto as follows:

1. Upon the execution of this agreement by the parties hereto, immediate plans shall be perfected, and the necessary action taken, for the accomplishment of the following purposes.

(a) The construction of a new, multi-lane draw bridge, including approaches thereto in both States, across the Columbia River between Portland, Oregon, and Vancouver, Washington, adjacent to the existing interstate bridge, Insert #

Attached hereto and by this reference made a part hereof is a sketch map upon which is indicated the location of the proposed new bridge, including approaches thereto in both States. The southerly, or Oregon, approach to said bridge will be that portion of Highway U. S. 99 across the Columbia Valley flood plain in Oregon extending from the Denver Avenue-Union Avenue intersection which is immediately soth of the Oregon Slouth bridge, to the south end of the proposed new bridge. The northerly, or Washington, approach to said bridge will be that portion of Highway U. S. 99, extending from 5th Street in Vancouver, Washington, southerly to the north end of the proposed new bridge.

(b) The maintenance and operation of both of said bridges during the period said bridges are operated as ~~toll bridges~~,

(c) The issuance and sale of revenue bonds for the purpose of providing sufficient funds for the design and construction, including engineerings and other costs incidental to such construction of said proposed new bridge, approaches thereto in both States; necessary rights of way therefor in both States; to pay all costs and expenses incurred in connection with the issuance and sale of such bonds, and to pay interest on the principal of said bonds beginning with the date of issuance and ending six months after said bridge is opened to traffic and tolls are imposed for the use thereof.

(d) The imposition and collection of toll charges for the use of both said bridges, for the purpose of creating revenue sufficient to pay the principal and interest on said bonds, and the cost of maintaining and operating both of said bridges until such time as all bonds and interest thereon issued for the construction of the said new bridge shall have been paid.

The above purposes shall be accomplished pursuant to the following mutual arrangements and respective obligations:

THINGS TO BE DONE BY THE STATE OF OREGON:

1. Oregon shall make all necessary engineering tests, and prepare the design and all plans and specifications for the proposed new interstate bridge, including the southerly approaches thereto and all necessary machinery, and shall make estimates of the total cost of the construction thereof, and submit the same to the Authority for its approval. In the preparation of such design, plans and specifications, Oregon may request and utilize the services of officers or employees of Washington.

(2) Upon approval of the design, plans and specifications by Washington and the Authority, Oregon shall prepare and publish a call for competitive bids for the construction of said proposed new bridge, including the southerly approaches thereto, and when bids have been received, opened and publicly read, submit to the Authority a complete report of the same.

3. If a satisfactory bid is received and approved by Oregon and the Authority, such bid shall be accepted and a contract for the construction of said proposed new bridge, including the southerly approaches thereto, awarded in the name of the State of Oregon, by and through its State Highway Commission, and the State of Washington, at the direction of the Washington Toll Bridge Authority.

4. Oregon shall supervise the performance of said contract and all details with respect to the construction of said bridge, including southerly approaches.

5. Oregon shall acquire all real property required within its boundaries for rights of way for said proposed new bridge and approaches thereto.

6. Oregon shall in the first instance pay all costs and expenses of things required to be done by Oregon in the foregoing five paragraphs, including costs incurred prior to this agreement, but shall at appropriate and convenient intervals submit to the Authority duly verified itemized statements of such costs and expenses, and the Authority shall promptly reimburse Oregon for the total amount thereof from the proceeds of the sale of the bonds.

7. Oregon shall at regular periods make an estimate of the amount of work completed and of the value of such completed work performed under the contract for the construction of the proposed new bridge, including the southerly approaches thereto, and submit such estimates to the Authority.

As soon as practical after the completion and acceptance of the work Oregon shall prepare the final estimate of the quantity and value of the various classes of the work performed and submit the same to the Authority. The Authority shall make such partial payments to the contractor as are required under the provisions of said contract, and after the completion and acceptance of the work and receipt of the final estimate submitted by Oregon, shall pay to the contractor the entire sum found to be due after deducting all previous payments and all amounts to be retained or deducted under the provisions of the contract.

8. During the period when said bridges are operated as toll bridges Oregon shall be responsible for and shall perform all necessary and proper repair and maintenance work upon the main structure of said proposed new bridge and the toll plaza, and all necessary and proper repair and maintenance work upon that portion of the existing interstate bridge beginning at the south abutment of the main river structure at the north shore of Hayden Island, and extending to the north bank of the Columbia River at Vancouver, Washington. Oregon shall in the first instance pay all costs and expenses of said necessary and proper repair and maintenance work, but shall at appropriate and convenient intervals submit to the Authority duly verified itemized statements of such costs and expenses, and the Authority shall promptly reimburse Oregon for the total amount thereof out of revenue derived from the collection of tolls, and available for such purposes.

9. Oregon shall be responsible for and shall perform at its sole expense all necessary and proper repair and maintenance work upon the southerly approaches to the existing interstate bridge and upon the southerly approaches of the proposed new bridge after the same has been completed, as such approaches are shown on said attached sketch map.

THINGS TO BE DONE BY WASHINGTON:

1. Washington shall, upon request, furnish to Oregon the services of any of its officers and employees and shall in all respects cooperate with Oregon to the end that the best interest of both States shall be ~~preempted~~ promoted.

2. Washington shall acquire all real property required within its boundaries for rights of way for said proposed new bridge and approaches thereto, but shall be reimbursed for the total cost thereof from proceeds of the sale of the bonds upon submission of a duly verified itemized statement of such costs.

3. Washington has heretofore awarded contracts for the construction of the northerly approaches to the proposed new bridge in accordance with plans and specifications prepared by Washington and examined and approved by Oregon. Washington shall supervise the performance of said contracts and all details with respect to the construction of said northerly approaches. In the event the complete construction of the northerly approaches to said bridge necessitates the construction or installation of facilities or equipment in addition to that for which contracts have heretofore been awarded, Washington shall prepare plans and specifications therefor and submit the same to Oregon for approval. Upon approval of such plans and specifications Washington shall either perform such necessary additional work with its own forces or prepare and publish a call for competitive bids for the performance of such work, and if a successful bid is received accept such bid and award the contract for the performance of such work. Washington shall supervise the performance of such contracts.

4. Washington shall, in the first instance, pay all costs and expenses of the construction of the northerly approaches to said proposed new bridge, including costs and expenses upon contracts which have been heretofore awarded

and additional contracts which may be necessary as set forth above, but shall submit to the Authority duly verified itemized statements for such costs and expenses, and the Authority shall promptly reimburse Washington from the proceeds of the bond sale for the total amount thereof; provided, however, that Washington shall not claim or be entitled to reimbursement for any such costs and expenses in excess of the total cost and expenses of the southerly approaches to said proposed new bridge.

5. Washington shall be responsible for and shall perform at its sole cost all necessary and proper repair and maintenance work upon the northerly approaches to the existing interstate bridge and the northerly approaches of the proposed new bridge after the same has been completed.

THINGS TO BE DONE BY THE WASHINGTON TOLL BRIDGE AUTHORITY:

1. The Authority shall employ a nationally recognized firm of Traffic Engineers for the purpose of making such detailed studies and reports as shall be necessary to consummate the sale of the bonds required to finance the proposed project upon the most beneficial terms that may be possible of attainment. Such reports shall be based upon traffic surveys made by said Traffic Engineers and shall include an analysis of such traffic surveys and their opinions of the probable traffic, required toll schedule, cost of operation and maintenance of the bridges, all in sufficient detail to indicate the estimated amount of revenue to be derived from the imposition and collection of toll charges for the use of said bridges. Copies of the reports of the Traffic Engineers shall be made available to all parties hereto. ~~The Authority in the first instance shall~~ pay the entire cost and expense of said engineering survey and report and shall be reimbursed for the same out of the proceeds of the bond sale.

2. The Authority shall retain a firm of recognized bond attorneys for

the purpose of providing such legal advice as may be required relative to the issuance and sale of the bonds. Such legal services would include but not necessarily be limited to examination as to the validity of the legislation authorizing the proposed project, collaboration with the Authority in drawing a resolution or trust indenture, to be approved by Oregon, setting up the covenants between the Authority and its bond holders, and an opinion to be rendered at the time of delivery of the bonds and payment therefor, approving the validity of the bonds and all proceedings relating to their issuance, and providing the purchasers of the bonds with an opinion acceptable to them as to the tax exempt status of the interest on the bonds. The entire cost and expense of said legal services shall be paid out of the proceeds of the bond sale.

3. The Authority shall prepare and publish a call for competitive bids for the sale of bonds, to be approved by Oregon, in such amounts so as to provide funds with which to pay all costs of the design and construction of the proposed new bridge including approaches thereto in both states and including but not being limited to rights of way, engineering surveys, expenses incident to the issuance of the bonds, which shall include, but shall not be limited to legal fees, costs of printing, authentication and delivery of the bonds, and to pay interest upon the principal sum during the period beginning with the date of issue of the bonds and ending at the expiration of six months after said bridge is opened to traffic and tolls imposed for the use thereof. Proceeds derived from the sale of said bonds shall be disbursed by the Authority.

4. If a bid satisfactory to Oregon and the Authority is received, the Authority shall accept such bid, and proceed to issue and sell said

bonds in the name of and as the sole obligation of the Washington Toll Bridge Authority.

Insert E

5. From and after the date upon which the proposed new bridge is completed and opened to traffic and toll charges are imposed for the use of said proposed new bridge and the existing interstate bridge, the Authority shall have complete responsibility for the operation of both of said bridges, including the collection of toll charges, and the employment of any and all personnel required for efficient and economical operation. Such responsibility for the operation of said bridges shall continue until such time as all bonds and interest thereon issued for the construction of the said new bridge shall have been paid. Responsibility for operation of said bridges shall not be deemed to include responsibility for maintenance and repair, provision for which is made elsewhere in this agreement.

6. The Authority shall collect all toll charges imposed for the use of both of said bridges and shall disburse revenues so derived for the redemption of outstanding bonds and for the payment of interest on such bonds and as otherwise provided under the terms and conditions of the sale of such bonds. Any remaining funds derived from said tolls may be allocated and used for such other purposes incidental to the construction of the proposed new bridge and the operation and maintenance of both of said bridges as the Authority deems appropriate and necessary; provided, however, that the maximum possible amount of revenue derived from toll charges shall be used for the redemption of outstanding bonds so that all bonds may be retired and said bridges operated free of tolls at the earliest possible date.

7. All funds derived from the sale of bonds and the collection of tolls

which are not necessary or required for immediate disbursement, as provided herein, may be invested by the Authority in short term United States Government securities so that a reasonable return may be realized from such funds. All earnings derived from such investments shall be used for the same purposes for which revenues derived from tolls may be used.

8. Upon the submission to it by Oregon of duly verified itemized statements of costs and expenses as set forth in paragraphs 6 and 8 under THINGS TO BE DONE BY OREGON, the Authority shall promptly reimburse Oregon for the total amount of each such itemized statement.

9. Upon the submission to it by Oregon of the estimates provided for in paragraph 7 under THINGS TO BE DONE BY OREGON, the Authority shall promptly pay the amounts due to the contractor for his work performed in constructing said proposed new bridge pursuant to the contract therefor.

10. Upon submission to it by Washington of the duly verified itemized statements of the cost of real property, as provided in paragraph 2 under THINGS TO BE DONE BY WASHINGTON, the Authority shall promptly reimburse Washington for the total amount of such itemized statement.

11. Upon the submission to it by Washington of duly verified itemized statements of costs and expenses as set forth in paragraph 4 under THINGS TO BE DONE BY WASHINGTON, the Authority shall promptly reimburse Washington for the total amount of such itemized statement.

12. Insert F

GENERAL PROVISIONS:

To Insert G

1. The amount and character of toll charges to be imposed for the use of the existing interstate bridge and the proposed new bridge shall be determined and agreed upon by the parties hereto as soon as sufficient information and data are available to serve as the basis for such determination and agreement.

2. Tolls in the amount and character determined and agreed upon by the parties hereto shall be imposed for the use of the existing interstate bridge and the proposed new bridge as of the date upon which both said bridges are opened for public travel.

~~7~~ 6. As soon as all bonds and interest thereon issued for the construction of said new bridge have been paid, toll charges for the use of both said bridges shall be removed and both said bridges shall thereafter be operated as free bridges. The parties hereto hereby mutually pledge their complete cooperation, to the end that all bonds may be retired and said bridges operated free of tolls at the earliest possible date.

~~8~~ 7. That certain agreement by and between the State of Oregon, by and through its State Highway Commission, and the State of Washington, by and through its State Highway Committee, dated January 29, 1929, relating to the maintenance and operation of the existing interstate bridge, shall remain in full force and effect until such time as the proposed new bridge is opened for public travel and the Authority assumes its duties of operation of both said bridges as provided herein. Said contract shall as of that date be deemed revoked by mutual consent and of no further force or effect.

~~9~~ 8. Not later than six months prior to the time when said bonds and interest thereon issued for the construction f said new bridge shall be fully paid, Washington and Oregon shall enter into an agreement providing for the operation, maintenance and repair of both said bridges. In the event circumstances prevent the execution of such agreement both said bridges shall be operated, maintained and repaired according to the terms and conditions set forth in that certain agreement by and between the State of Oregon, by and through its State Highway Committee, dated January 29, 1929, relating to the

maintenance and operation of the existing interstate bridge.

6. In the construction of said proposed new bridge, and the use, maintenance and operation of said proposed new bridge and the existing interstate bridge, due regard shall be given to all applicable State and Federal statutes, and to all rules, regulations and requirements of the United States or its agencies.

IN WITNESS WHEREOF, the parties hereto have subscribed their names and affixed their seals as of the day and year first above written.

ATTEST:

/s/ FLOYD QUERY
Assistant Secretary

APPROVED:

/s/ R. H. BALDOCK
State Highway Engineer

APPROVED AS TO FORM:

/s/ C. W. ENFIELD
Chief Counsel

STATE OF OREGON, by and through its
State Highway Commission

/s/ BEN R. CHANDLER
Chairman

/s/ CHAS. H. REYNOLDS
Commissioner

/s/ M. K. McIVER
Commissioner

STATE OF WASHINGTON, by and through its
State Highway Commission

/s/ R. A. MOISIO
Chairman

/s/ O. E. STONE
Commissioner

/s/ R. E. HENSEL
Commissioner

/s/ H. E. MORGAN
Commissioner

ATTEST:

/s/ LORENZ GOETZ
Secretary

APPROVED:

/s/ W. A. BUGGE
Director of Highways

WASHINGTON TOLL BRIDGE AUTHORITY

/s/ ARTHUR B. LANGLIE
Chairman

/s/ E. W. ANDERSON
Member

/s/ R. A. MOISIO
Member

ATTEST:

/s/ D. B. HEDGES
Secretary

APPROVED AS TO FORM:

/s/ RALPH M. DAVIS
Chief Counsel
Assistant Attorney General

A. Add the following to subparagraph 1(a) on p. 2:

s. Said new bridge and the approaches thereto shall be consolidated and merged with the existing interstate bridge and approaches so that both bridges shall be operated and maintained as a single toll facility.

A-1. Rewrite subsection (c) on p. 3 to read as follows:

The issuance and sale of revenue bonds for the purpose of providing sufficient funds for the design and construction, including engineering and other costs incidental to such construction, of said proposed new bridge and approaches thereto in both states and necessary rights-of-way therefor in both states, to cover such costs as may be charged the two states for reconstruction of the existing bridge under the Truman-Hobbs Act
to pay the costs and expenses incurred in connection with the issuance and sale of such bonds and to pay interest on said bonds from the date of issuance to a period ending six months after said bridge is opened to traffic and tolls are imposed for the use thereof.

B. Add the following to Section6 on p. 4:

provided, however, that Washington shall reimburse Oregon from any funds available from the Authority Revolving Fund of the State of Washington for any disbursements made by Oregon under Paragraph 1 of this section upon presentation of duly itemized, verified vouchers therefor.

Any sums thus expended shall be repaid by the Authority to the Authority Revolving Fund from the proceeds of the sale of the bonds.

C. Add the following to Section 1 on p. 6:

Any expenses incurred by Washington with respect to said services, or any other expenses incurred by the planning and engineering of said bridge, including services incurred prior to the execution of this contract, shall be paid out of any funds available in the Authority Revolving Fund upon presentation of a duly verified, itemized voucher therefor. Any sum thus expended shall be repaid by the Authority to the Authority Revolving Fund from the proceeds of the sale of the bonds.

D. Delete the last sentence of Section 1 on p.7, and substitute the following:

The cost and expense of said engineering survey and report shall be paid out of any funds available in the Authority Revolving Fund upon presentation of a duly verified, itemized voucher therefor. Any sum thus expended shall b e paid by the Authority to the Authority Revolving Fund from the proceeds of the sale of the bonds.

E. Rewrite Section 5 on p. 9 to read as follows:

From and after the date upon which the proposed new bridge is completed and opened to xkx traffic and toll charges are imposed for the use of said new bridge and the existing bridge, the Authority shall assume and shall have complete responsibility for the operation of both bridges as a single toll facility except as to repair and maintenance, provision for which is made elsewhere in this agreement. The Authority shall have full power to employ any and all personnel required for efficient and economical operation, and to impose and collect all toll charges from users of both bridges, and to disburse the revenue derived therefrom for the payment of expenses of maintenance and operation and repair thereof, all costs of constructing said new bridge and expenses incidental thereto, such costs as may be charged for reconstructing the existing bridge under the Truman-Hobbs Act, and all charges necessary for the payment of the principal of and interest on the revenue bonds herein provided for,

F. Add Section 12 on p. 10, above the words "General Provisions":

classifications and amounts of tolls and any revisions thereof, and

SECTION 12. The Authority shall provide for the issuance and sale of revenue bonds payable solely from the revenue derived from the imposition and collection of tolls upon both bridges as a single toll facility.

Such bonds shall be in a total principal amount sufficient to provide funds to pay the cost of the design and construction of the proposed new bridge, including the construction of the approaches thereto in both states and the cost of acquisition of rights-of-way therefor, such costs as may be charged the two states for reconstruction of the existing bridge under the Truman-Hobbs Act, the expenses incident to the issuance of such bonds, including the payment of interest for a period beginning with the date of issuance thereof and ending at the expiration of six months after tolls are first imposed and a reasonable working capital and prepaid insurance.

The form, terms, conditions, covenants, negotiability, denominations and maturity date or dates of such bonds, the creation of special funds or accounts safeguarding and providing for the payment of the principal thereof and interest thereon, and the manner of redemption and retirement of the same, shall be governed by the provisions of Chapter 47.56 RCW.

G. Substitute the following for Sections 1 and 2 on pp. 10 and 11, and then renumber the following four sections as 2, 3, 4 and 5:

SECTION 1. The Authority shall fix the classifications and amounts of tolls to be charged and collected from users of said toll facility, shall determine the time or times when such tolls shall first be imposed, and shall revise the same if, as, and when deemed necessary. The classifications and amounts of tolls and any revisions thereof, and the time or times when the same shall first be imposed or revised, shall

not be finally fixed by the Authority until the Authority shall have consulted and conferred with Oregon and reached an agreement with reference thereto.

The Authority shall have the exclusive right to determine what minimum tolls will be required to provide the funds necessary for the payment of all expenses of maintenance, operation and repairs of said toll facility and the payment of the principal of and interest on said revenue bonds.

N. GORDER
PROJECTS ENGINEER
RECEIVED
APR 13 1955
FOR FILING

GOODWIN J. KNIGHT
GOVERNOR

FRANK B. DURKEE
DIRECTOR

STATE OF CALIFORNIA
DEPARTMENT OF PUBLIC WORKS

Division of San Francisco Bay Toll Crossings

2054 UNIVERSITY AVENUE
BERKELEY 4, CALIFORNIA

7771
4623

April 8, 1955

PLEASE REFER TO FILE NO. 900.63
TX-4/vc

Oregon State Highway Department
State Highway Building
Salem, Oregon

Attention Mr. G. S. Paxson,
Assistant State Highway Engineer

Gentlemen:

Your letter of April 5, 1955, requesting additional information on the bell type pier used on the Richmond-San Rafael Bridge has been received.

Patents Nos. 2,317,016 and 2,317,017, issued to Herschel H. Allen, calls for a steel form in the construction of the pier.

We have been informed that Ben C. Gerwick's patent on this type of pier requires a reinforced concrete shell.

Mr. Gerwick has not advised us as to any claim having been filed by Mr. Allen for an infringement on this patent. Claims are generally filed at the time of completion of the work, and before final payment by the State. Mr. Gerwick should have all work on the substructure contract of the Bridge, completed by May 31, 1955. If there are any claims at this time we will let you know.

Very truly yours,

N. C. RAAB
Projects Engineer

RECEIVED
APR 11 1955
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
G. S. PAXSON

RECEIVED
APR 6 1955
FOR FILING

April 5, 1955

Mr. E. C. Raab, Projects Engineer
Division of San Francisco Bay Toll Crossings
2054 University Avenue
Berkeley 4, California

Dear Mr. Raab:

This is to thank you for your letter of April 1 and copy of your correspondence with Mr. Herschel H. Allen relative to his patents on pier construction.

In conversation with Mr. Gerwick last fall, I gathered the impression that Mr. Allen's patents were on metal shells and that his patents were not applicable to the precast concrete shells that were used. If I can impose further upon your good nature, I would appreciate advice as to whether this is true and whether Mr. Allen has made any claims for infringement upon his patents.

Very truly yours,

G. S. Paxson
Assistant State Highway Engineer

GSP:gm

NOTED
G. S. PAXSON

GOODWIN J. KNIGHT
GOVERNOR

FRANK B. DURKEE
DIRECTOR

N. C. RAAB
PROJECTS ENGINEER

STATE OF CALIFORNIA
DEPARTMENT OF PUBLIC WORKS

Division of San Francisco Bay Toll Crossings

2054 UNIVERSITY AVENUE
BERKELEY 4, CALIFORNIA

April 1, 1955

PLEASE REFER TO FILE NO. 900.63
TX-4/vc

Oregon State Highway Department
State Highway Building
Salem, Oregon

Attention Mr. G. S. Paxson,
Assistant State Highway Engineer

Gentlemen:

We have your letter of March 30, 1955, with regard to the patents held on the bell type pier used in the construction of the Richmond-San Rafael Bridge.

The only patents we were aware of at the time of advertising this contract for bids, were those held by Mr. Herschel H. Allen, J. E. Greiner Company, 1201 St. Paul Street, Baltimore 2, Maryland. The patents were issued April 20, 1943, and their numbers are 2,317,016 and 2,317,017.

For your information we are enclosing a copy of a letter Mr. Allen sent to us and of our reply to him.

Very truly yours,

N. C. RAAB
Projects Engineer

Enc.

RECEIVED
APR 1 1955
STATE HIGHWAY COMMISSION

NOTED
G. S. PAXSON

N. C. RAAB
PROJECTS ENGINEER

GOODWIN J. KNIGHT
GOVERNOR

FRANK B. DURKEE
DIRECTOR

STATE OF CALIFORNIA
DEPARTMENT OF PUBLIC WORKS

Division of San Francisco Bay Toll Crossings

2054 UNIVERSITY AVENUE
BERKELEY 4, CALIFORNIA

April 1, 1955

PLEASE REFER TO FILE NO. 900.63
TX-4/vc

Oregon State Highway Department
State Highway Building
Salem, Oregon

Attention Mr. G. S. Paxson,
Assistant State Highway Engineer

Gentlemen:

We have your letter of March 30, 1955, with regard to the patents held on the bell type pier used in the construction of the Richmond-San Rafael Bridge.

The only patents we were aware of at the time of advertising this contract for bids, were those held by Mr. Herschel H. Allen, J. E. Greiner Company, 1201 St. Paul Street, Baltimore 2, Maryland. The patents were issued April 20, 1943, and their numbers are 2,317,016 and 2,317,017.

For your information we are enclosing a copy of a letter Mr. Allen sent to us and of our reply to him.

Very truly yours,

N. C. RAAB
Projects Engineer

Enc.

RECEIVED
APR 1 1955
STATE HIGHWAY COMMISSION

NOTED
G. S. PAXSON

November 12, 1952

410.03
TX-4/mw

Mr. Herschel H. Allen
c/o J. E. Greiner Company
1201 St. Paul Street
Baltimore 2, Maryland

Dear Mr. Allen:

We have your letter of September 23, 1952, advising this Division that you will issue for a fee of $1,000.00 per pier the necessary licenses for the use of your Patents, Nos. 2,317,016 and 2,317,017, in the construction of the Potomac type piers for the Richmond-San Rafael Bridge over San Francisco Bay between Marin and Contra Costa Counties, California.

On November 7, 1952, the California Toll Bridge Authority authorized the State Department of Public Works to advertise the sale of bonds and the two major contracts on this project. Bids on the substructure contract will be received on December 19, 1952.

In our specifications for the substructure work we have a general clause which states:

"Patents.--Except as otherwise specifically provided herein, the Contractor shall assume all costs arising from the use of patented materials, equipment, devices, or processes used on or incorporated in the work, and agrees to indemnify and save harmless the State of California, the Director of Public Works, the Projects Engineer, and their duly authorized representatives, from all suits of law, or actions of every nature for, or on account of the use of any patented materials, equipment, devices, or processes."

The specific clause pertaining to the use of your patented method of construction reads as follows:

"Patents.--The State has negotiated with Mr. Herschel Allen for the right to use his patented method for constructing bell type piers designed for the Richmond-San Rafael Bridge at a royalty of one thousand dollars ($1,000) per pier built by this patented construction method. A bell pier includes the two (2), or four (4), concrete bases, shafts, and other component parts required for the completed pier.

COPY

"Should the Contractor elect to use this patented construction method he shall pay the agreed royalty per pier to Mr. Herschel Allen and the cost thereof shall be included in the unit price bid per cubic yard for Portland cement concrete in bell piers below elevation +5.00 feet.

"Should the Contractor elect to use an alternate method of constructing the bell type piers, he is advised that the patented method of construction by Mr. Herschel Allen will be used as a standard for comparing the effectiveness of any alternate method of constructing bell type piers submitted to the Engineer for approval and the decision of the Engineer thereon shall be final."

From the wording of the specifications the method of construction of the piers has been left to the discretion of the Contractor, and the patented method is to be used as a standard of comparison for any alternative method.

As planned, there will be 62 bell bottom piers used in the construction; however, the Contractor will have the option of changing the type of construction in the shallow water where firmer underlying material is encountered.

A number of applications for the plans and specifications for this substructure contract have been made, and you will undoubtedly be contacted by these interested parties in this regard.

Very truly yours,

Original signed N. C. Raab

N. C. RAAB
Projects Engineer

COPY

J. E. GREINER COMPANY
CONSULTING ENGINEERS

1201 St. Paul Street
Baltimore 2, MD.

September 23, 1952

State of California
Department of Public Works
Division of San Francisco Bay Toll Crossings
2054 University Avenue
Berkeley, California

Attention: Mr. N. C. Raab, Projects Engineer

Gentlemen:

We are in receipt of a letter, dated September 13, 1952, from Mr. George L. Freeman, requesting us to advise you of the fee we will be willing to accept for licensing the use of the Potomac type piers in the construction of the Richmond-San Rafael Bridge crossing the neck of San Pablo Bay in California in order that the license fee may be incorporated by you in the contract documents now in course of preparation.

We are please to advise you that we will issue the necessary license or licenses for the use of our patents Nos. 2,317,016 and 2,317,017, photostatic copies of which are enclosed herewith, in the construction of the Potomac type piers in the Richmond-San Rafael Bridge for a fee of $1,000.00 per pier for which the Potomac type pier may be adopted.

We are, of course, pleased to know that you are interested in the use of this type of pier construction and will be happy to hear further from you in this regard.

Very truly yours,

/s/ Herschel H. Allen

HHA:KM

COPY

RECEIVED
MAR 31 1955
FOR FILING

7111

4/6 53

March 30, 1955

Mr. Norman C. Raab
San Francisco Bay Toll Crossings
2054 University Avenue
Berkeley, California

Dear Mr. Raab:

As you know, we are planning on including in our plans and specifications for the Columbia River Bridge at Vancouver a similar type of pier to that used on the Richmond-San Rafael Bridge. I was advised that Mr. Gerwick holds patents on some features of this construction. I have written Mr. Gerwick and he has very kindly offered to allow the use of anything covered by these patents for a nominal royalty. I am curious, however, as to whether there are any other patents which might have applied to this type of construction. I would greatly appreciate advice from you as to whether there has been any claims to patents, other than those controlled by Mr. Gerwick, on the Redmond-San Rafael Bridge.

Very truly yours,

G. S. Paxson
Assistant State Highway Engineer

GSP:gm

NOTED
G. S. PAXSON

RECEIVED
MAR 31 1955
FOR FILING

7971

4653

March 30, 1955

Mr. Norman C. Raab
San Francisco Bay Toll Crossings
2054 University Avenue
Berkeley, California

Dear Mr. Raab:

As you know, we are planning on including in our plans and specifications for the Columbia River Bridge at Vancouver a similar type of pier to that used on the Richmond-San Rafael Bridge. I was advised that Mr. Gerwick holds patents on some features of this construction. I have written Mr. Gerwick and he has very kindly offered to allow the use of anything covered by these patents for a nominal royalty. I am curious, however, as to whether there are any other patents which might have applied to this type of construction. I would greatly appreciate advice from you as to whether there has been any claims to patents, other than those controlled by Mr. Gerwick, on the Redmond-San Rafael Bridge.

Very truly yours,

G. S. Paxson
Assistant State Highway Engineer

GSP:gm

NOTED
G. S. PAXSON

RECEIVED
MAR 31 1955
FOR FILING

Salem, Oregon
March 30, 1955

Mr. P. M. Stephenson

Herewith copy of a letter from Mr. Gerwick in answer to the letter and pier plans which I sent him a short time ago. I would suggest that you study over his suggestions, and then I would like to talk over the matter with you.

G. S. Paxson

GSP:gm
Encl.

NOTED
G. S. PAXSON

RECEIVED
FOR FILING

COMMISSIONERS
R. A. MOISIO, CHAIRMAN
TACOMA
R. E. HENSEL, MEMBER
BREMERTON
E. C. HUNTLEY, MEMBER
COLFAX
H. E. MORGAN, MEMBER
LONGVIEW
OSCAR E. STONE, MEMBER
SPOKANE

79-11
4/12 ?

STATE OF WASHINGTON
ARTHUR B. LANGLIE, GOVERNOR

WASHINGTON
STATE HIGHWAY COMMISSION
DEPARTMENT OF HIGHWAYS

W. A. BUGGE, DIRECTOR

TRANSPORTATION BUILDING
OLYMPIA

DISTRICT OFFICES
NO. 1 SEATTLE 4
490 SPOKANE ST.
NO. 2 WENATCHEE
P. O. BOX 98
NO. 3 OLYMPIA
P. O. BOX 367
NO. 4 VANCOUVER
4200 MAIN STREET
NO. 5 YAKIMA
P. O. BOX 98
NO. 6 SPOKANE 21
N. 2620 MAYFAIR ST.

REFERRED TO
Hwy. Engr.
Asst. State Highway Engineer

March 29, 1955

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Mr. Baldock:

I have read with a grade deal of interest the letter addressed to the State Highway Commission by the Columbia Basin River Operators and the suggested answer to said letter that you have prepared for signature by the members of the Oregon State Highway Commission.

Your suggested reply is one that carries out the thinking with respect to this problem that has been understood by myself as to the responsibility of the two states in connection with the existing bridge spanning the Columbia River between Vancouver and Portland.

In reviewing the past negotiations with the Army Engineers and on the basis of the permit that has been issued jointly to the State of Oregon and the State of Washington in regard to the construction of the new bridge, there does not seem to be any responsibility on the part of either state with respect to revising the navigational clearance limits on the existing structure. To me it is basically the responsibility of the federal government, as provided under the Truman-Hobbs Act.

The relationship between navigation and highway traffic in this particular case, of course, is dependent upon comparable navigational clearance on both structures, and this can only be accomplished through recognition by the Army Engineers that they created the problem through the requirements imposed upon the two states for the proposed construction of the new bridge.

You may be assured of my continued support in the very positive stand you have taken as reflected in the letter you have prepared for your Commission's consideration in answer to this problem.

Very truly yours,

W. A. Bugge

W. A. BUGGE
Director of Highways

WAB/rr

RECEIVED
APR 1 1955
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
MAR 30 1955
FOR FILING

7971

465

March 29, 1955

Mr. Darrell B. Hedges, Secretary
Washington Toll Bridge Authority
Transportation Building
Olympia, Washington

Re: Proposed Vancouver-
Portland Interstate
Bridge

Dear Mr. Hedges:

This is to acknowledge receipt and thank you for your letter of March 10, 1955, enclosing your letter of March 3, 1955, to Preston, Thorgrimson & Horowitz and their reply of March 4th to you.

I was pleased to note that your bond attorneys indicated that the proposed changes set forth in my letter of February 16, 1955, may be included in the agreement and will prove a solution to their problem.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

RLM/mlk
Blind cc: Mr. C. W. Enfield

...UR B. LANGLIE, Governor
Chairman of Authority
CLIFF YELLE, State Auditor
E. W. ANDERSON
Chairman, Public Service Commission
FRED G. REDMON
Chairman, State Highway Commission
H. D. VAN EATON
Director of Public Institutions

STATE OF WASHINGTON

W. A. BUGGE, Director of Highways
Ex Officio Member
J. W. HOOVER
Secretary of Authority

WASHINGTON TOLL BRIDGE AUTHORITY

TRANSPORTATION BUILDING
OLYMPIA, WASHINGTON

March 10, 1955

REFERRED TO
Payson
By State Highway Engineer

Please give me any reply I should make on this

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Re: Proposed Vancouver-Portland Interstate Bridge

Dear Sir:

In furtherance of our letter dated February 9, 1955 and in response to your letter of February 16, please be advised that I transmitted your letter to Preston, Thorgrimson & Horowitz for review. I am attaching hereto copy of a letter received from the bond counsel which I think you will find satisfactorily answers the questions raised in your letter. I note that I failed to s end you a copy of my letter directed to the bond counsel and I am forwarding a copy at this time in order that your files will be properly completed.

If you have any further questions on this matter, please do not hesitate to advise; however, it would seem to me in view of the conditions set forth in Mr. Thorgrimson's letter that the contract between the two state agencies could be modified or amended sufficiently to satisfactorily cover the problems which you set forth.

Very truly yours,

WASHINGTON TOLL BRIDGE AUTHORITY

(Copy sent to [illegible] 3-10-55

By: D. B. HEDGES
Secretary

DBH:hm
cc: W. A. Bugge
Richard Thorgrimson

RECEIVED
MAR 14 1955
OFFICE OF
STATE HIGHWAY ENGINEER

HAROLD PRESTON-1938

O. B. THORGRIMSON
FRANK M. PRESTON
CHARLES HOROWITZ
RICHARD THORGRIMSON
EDWARD STARIN
JAMES R. ELLIS

F. E. SANSOM
DONALD L. HOLMAN
DAVID S. BLACK

PRESTON, THORGRIMSON & HOROWITZ
ATTORNEYS AT LAW
NORTHERN LIFE TOWER
SEATTLE 1

March 4, 1955

Mr. D. B. Hedges
Secretary
Washington Toll Bridge Authority
Transportation Building
Olympia, Washington

Dear Darrell:

Re: Proposed Vancouver-Portland
Interstate Toll Bridges

This will acknowledge receipt of your letter of March 3 with copy of the letter from Mr. R. H. Baldock, Oregon State Highway Engineer, dated February 16 attached thereto.

We have reviewed our letter to you of February 3--and particularly the fifth paragraph on the second page, which is the subject of Mr. Baldock's letter. Incidentally, the word "taxes" appearing in the next to last line of said paragraph should have been "tolls, and we request that you make this change in all the copies of the letter that you have. However, Mr. Baldock's letter rightly assumes the word to have meant "tolls."

It appears that we did not make such paragraph as complete as we might have. Our position in the matter of tolls is this: The Washington Toll Bridge Authority, being the entity that issues the bonds, is the only authority to which the bondholders can look for enforcement of the covenants protecting their security. Therefore, if the tolls became insufficient, the bondholders could only take such steps as might be necessary to increase the tolls by appropriate action against the Toll Bridge Authority. Obviously, the Toll Bridge Authority, in fixing the covenants of the bond resolution, could not bind the State of Oregon or the Oregon Highway Commission in any manner.

We did not mean, however, to state that the Oregon Highway Commission would not have any right to consult and agree with the Toll Bridge Authority on the tolls to be imposed, and certainly the amended agreement to be entered into can contain the provisions that Mr. Baldock suggests in his letter.

Regarding the third paragraph of Mr. Baldock's letter, we received a letter from Mr. May, assistant counsel for the State Highway Department, dated January 19. Such letter cited certain statutes and cases, and discussed some of the problems raised at the Eugene conference. It did not seem to us necessary to directly answer the letter, and we gave the matter therein every consideration when we wrote you our letter of February 3.

Very truly yours,

PRESTON, THORGRIMSON & HOROWITZ

By Richard Thorgrimson
Richard Thorgrimson

RT:hf

C
O
P
Y

ARTHUR B. LANGLIE, Governor
Chairman of Authority
CLIFF YELLE, State Auditor
E. W. ANDERSON
Chairman, Public Service Commission
FRED G. REDMON
Chairman, State Highway Commission
H. D. VAN EATON
Director of Public Institutions

STATE OF WASHINGTON

W. A. BUGGE, Director of Highways
Ex Officio Member
J. W. HOOVER
Secretary of Authority

WASHINGTON TOLL BRIDGE AUTHORITY

TRANSPORTATION BUILDING
OLYMPIA, WASHINGTON

March 3, 1955

Preston, Thorgrimson & Horowitz
Northern Life Tower
Seattle, Washington

Attention: Mr. Richard Thorgrimson

Re: Proposed Vancouver-Portland Interstate Toll Bridge

Gentlemen:

I am transmitting herewith copy of a letter r eceived from Mr. R. H. Baldock, State Highway Engineer for the Oregon State Highway Commission. It will be sincerely appreciated if you would review the attached letter and forward to us a draft of a suggested reply.

I can appreciate Mr. Baldock's concern in this matter in view of the fact that the project in theory is a joint venture between the two states and conceivably the State of Oregon should be privileged to have some voice in approving or ratifying the toll schedule which the Washington Toll Bridge Authority may wish to adopt. The toll schedule will undoubtedly be prepared by the traffic engineers that the Washington Toll Bridge Authority will subsequently employ to make the traffic engineering report on the proposed facility.

It would seem to me that some provision could be made in the contract between the two states whereby Oregon would have this privilege without jeopardizing the validity of the bonds or the covenants of the bond resolution. I will appreciate hearing from you in this matter at your convenience.

Very truly yours,

WASHINGTON TOLL BRIDGE AUTHORITY

By: D. B. HEDGES
Secretary

DBH:hm
Att.

BEN C. GERWICK, PRESIDENT

RECEIVED

NOTED
C. S. PAXSON

BEN C. GERWICK, Inc.

ENGINEERING CONSTRUCTION

GENERAL CONTRACTORS FOR
WHARVES · PIERS · BRIDGES
TERMINALS · FOUNDATIONS

CAISSONS · PILE DRIVING
SUBMARINE ROCK BLASTING
DREDGING AND SUBAQUEOUS WORK
PIPE LINES

112 MARKET STREET
SAN FRANCISCO, 11
SUTTER 1-7104

MARCH 28, 1955

OREGON STATE HIGHWAY DEPARTMENT
SALEM, OREGON.

ATTENTION: MR. G. S. PAXSON, ASSISTANT STATE HIGHWAY ENGINEER

SUBJECT: INTERSTATE BRIDGE ACROSS COLUMBIA RIVER AND OREGON SLOUGH BRIDGE.

REFERENCE: YOUR LETTER OF MARCH 16, 1955.

DEAR MR. PAXSON:

WE WERE EXTREMELY INTERESTED IN YOUR LETTER AND THE ACCOMPANYING PRELIMINARY PLANS FOR THE PROPOSED BRIDGE FROM PORTLAND TO VANCOUVER. WE HAVE GIVEN THEM CONSIDERABLE STUDY AND FEEL THAT THEY REPRESENT A GOOD ADAPTATION OF PRECAST CONCRETE TO BRIDGE PIER CONSTRUCTION. WE FEEL THAT IT WILL BE ECONOMICAL IN CONSTRUCTION AND THAT IT WILL PERMIT A MUCH MORE RAPID OPERATIONS.

WITH REGARD TO THE DETAILS OF THE PIER CONSTRUCTION AS SHOWN ON THE DRAWINGS, WE DO HAVE A FEW COMMENTS TO MAKE.

(1) AT PIER #4 WE NOTE THAT THE EXCAVATION FOR THE NEW PIER IS TO BE CARRIED 7 TO 10 FT. BELOW THE ELEVATION OF THE EXISTING PIER. WE PRESUME THAT THIS IS SAFE. IF IT DOES PRESENT ANY PROBLEMS ON THIS PARTICULAR PIER, IT WOULD OF COURSE BE POSSIBLE TO DRIVE A ROW OF STEEL SHEET PILING TO PROTECT THE EXISTING PIER.

(2) ON SHEET #6, SECTION F-F. CAN THE CAP ON TOP OF THE DIAPHRAGM BE OMITTED BY MAKING THE DIAPHRAGM ITSELF A LITTLE WIDER? IF IT CAN IT WOULD SAVE ONE ADDITIONAL OPERATION AND THE RATHER COSTLY DETAIL IN THE FORMS TO SUPPORT THE OVERHANG. SIMILARLY ON SECTION A-A OF THE SAME DRAWING, CAN THE OVERHANG ON THE SIDES BE OMITTED?

BEN C. GERWICK, PRESIDENT

NOTED
C. S. PAXSON

BEN C. GERWICK, Inc.

ENGINEERING CONSTRUCTION

GENERAL CONTRACTORS FOR
WHARVES · PIERS · BRIDGES
TERMINALS · FOUNDATIONS

CAISSONS · PILE DRIVING
SUBMARINE ROCK BLASTING
DREDGING AND SUBAQUEOUS WORK
PIPE LINES

112 MARKET STREET
SAN FRANCISCO. 11
SUTTER 1-7104

MARCH 28, 1955

OREGON STATE HIGHWAY DEPARTMENT
SALEM, OREGON.

ATTENTION: MR. G. S. PAXSON, ASSISTANT STATE HIGHWAY ENGINEER

SUBJECT: INTERSTATE BRIDGE ACROSS COLUMBIA RIVER AND OREGON SLOUGH BRIDGE.

REFERENCE: YOUR LETTER OF MARCH 16, 1955.

DEAR MR. PAXSON:

WE WERE EXTREMELY INTERESTED IN YOUR LETTER AND THE ACCOMPANYING PRELIMINARY PLANS FOR THE PROPOSED BRIDGE FROM PORTLAND TO VANCOUVER. WE HAVE GIVEN THEM CONSIDERABLE STUDY AND FEEL THAT THEY REPRESENT A GOOD ADAPTATION OF PRECAST CONCRETE TO BRIDGE PIER CONSTRUCTION. WE FEEL THAT IT WILL BE ECONOMICAL IN CONSTRUCTION AND THAT IT WILL PERMIT A MUCH MORE RAPID OPERATIONS.

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(3) WITH REFERENCE TO THE THIRD STEP OF CONSTRUCTION AS SET FORTH IN YOUR LETTER OF MARCH 16TH, WE BELIEVE THAT YOUR SPECIFICATIONS SHOULD PROVIDE THAT THE PRECAST SHELL BE FIRMLY SUPPORTED OR SEATED IN SUCH A MANNER THAT IT CAN NOT SHIFT OR SETTLE DURING POURING OPERATIONS.

(4) WITH REGARD TO STEP #2 IN YOUR LETTER WE PRESUME THAT YOUR SPECIFICATIONS WILL PROVIDE THAT THE PILE DRIVING EQUIPMENT BE SUCH AS WILL INSURE REASONABLE ACCURATE LOCATION OF THE PILES UNDER WATER. PRESUMABLY A TOLERANCE OF 4" TO 6" WOULD BE ACCEPTABLE BUT THE MAIN THING IS TO INSURE THAT RIGID ENOUGH LEADS ARE USED SO THAT THE PILE GROUP AS A WHOLE WILL BE REASONABLY ACCURATELY LOCATED. WE THINK THE USE OF A FOLLOWER SHOULD BE PROHIBITED. WE WOULD USE UNDERWATER HAMMER AND TELESCOPIC SUBMARINE LEADS.

(5) WITH REGARD TO STEPS 4 AND 6 OF YOUR LETTER WE THINK THE TREMIE CONCRETE SHOULD BE 7½ SACK MIX, WITH 3/4" MAXIMUM AGGREGATE, AND 7" TO 8" SLUMP. I DISCUSSED THIS WITH YOU WHEN YOU WERE AT OUR RICHMOND-SAN RAFAEL BRIDGE AND I THINK YOU WOULD BE INTERESTED TO KNOW THAT THE ENGINEERS ON OUR BRIDGE HAVE NOW SPECIFIED THE ABOVE MIX IN MANY LOCATIONS, AND WE ARE GETTING EXCELLENT RESULTS.

(6) WITH REGARD TO THE OREGON SLOUGH BRIDGE MY ONLY COMMENT IS THAT IT MIGHT BE ECONOMIC FOR THE CONTRACTOR TO COMBINE THE SHAFT AND CONE SECTION INTO ONE UNIT OR AS AN ALTERNATE THE CONE AND SHELL SECTIONS INTO ONE UNIT. IF SATISFACTORY FROM AN ENGINEERING STANDPOINT YOU COULD INDICATE IN THE SPECIFICATIONS THAT SUCH A COMBINATION COULD BE USED BY THE CONTRACTOR SUBJECT TO APPROVAL OF THE DETAILS BY THE ENGINEER.

(7) WITH REGARD TO THE COMMENTS ON PREPAKT CONCRETE AS COMPARED TO TREMIE CONCRETE. WE HAVE HAD OCCASION TO BID ON A GREAT MANY JOBS WHERE PREPAKT WAS ALLOWED AS AN ALTERNATIVE BID AND IN NO CASE HAS IT BEEN EVEN CLOSELY COMPETITIVE TO TREMIE CONCRETE.

OREGON STATE HIGHWAY DEPARTMENT — MARCH 28, 1955
ATT: MR. G. S. PAXSON

MANY OF THE ADVANTAGES CLAIMED FOR IT, SUCH AS LACK OF SHRINKAGE ARE INHERENT IN ANY CONCRETE PLACED UNDER WATER. FURTHER, WE ARE NOT CONVINCED THAT IT IS BETTER OR EVEN EQUAL TO TREMIE CONCRETE IN LARGE MASSES PLACED UNDER WATER SUCH AS ARE INVOLVED ON YOUR JOB. WE HAVE RECENTLY PERFORMED SEVERAL UNDERWATER REPAIR JOBS USING TREMIE CONCRETE AND DETAILED EXAMINATION AND CORES HAVE SHOWN EXCELLENT RESULTS EQUAL OR BETTER TO THOSE CLAIMED BY THE PREPAKT PEOPLE, AND AT A COST OF APPROXIMATELY TWO-THIRDS OF THAT QUOTED BY THE PREPAKT COMPANY.

WITH REGARD TO THE PROBLEM OF UPLIFT, WE HAVE HAD NO TENDENCY FOR OUR SHAFTS TO LIFT AND SOME OF THEM HAVE BEEN COMPARATIVELY SHORT. I THINK THE ONLY PROBLEM HERE IS TO SPECIFY THAT THE RATE OF POUR SHALL BE SUCH AS TO PREVENT UPLIFT AND/OR EXCESSIVE STRESSES IN THE PRECAST SHELL. IN GENERAL OUR EXPERIENCE ON THE RICHMOND-SAN RAFEAL BRIDGE INDICATES THAT THE TREMIE CONCRETE ATTAINS ITS INITIAL SET IN TWO TO FOUR HOURS DEPENDING PRIMARILY ON THE TEMPERATURE OF THE BULK CEMENT, AND TO SOME DEGREE ON THE TEMPERATURE OF THE WATER.

REGARDING THE PATENTS. AT THE PRESENT TIME WE HAVE A PATENT APPLICATION WHICH IS BEING PROCESSED. SHOULD THIS PATENT BE GRANTED WE WOULD PROPOSE TO FILE THE REQUIRED FORM OF AGREEMENT WITH THE STATE HIGHWAY COMMISSIONER PROVIDING FOR A ROYALTY OF $1.00 PER PIER FOR THE USE OF OUR PATENTED METHODS OR, IF IT WORKS IN BETTER WITH THE REQUIREMENTS OR REGULATIONS OF YOUR DEPARTMENT WE COULD PROVIDE FOR THE FREE USE OF THIS PATENT; OUR ONLY DESIRE IS THAT OUR PATENT BE RECOGNIZED.

I AM SENDING A COPY OF THE PLANS AND YOUR LETTER TO OUR ENGINEERS ON THE BRIDGE TO GO OVER AND IT IS POSSIBLE THAT THEY MAY HAVE SOME FURTHER COMMENTS REGARDING DETAILS AND IF SO, I WILL SEND THEM ON TO YOU IN A FOLLOWING LETTER.

YOURS VERY TRULY,

BEN C. GERWICK, INC.

BY Ben C. Gerwick, Jr.
BEN C. GERWICK, JR.
(PRESIDENT)

BCG,JR/EI
cc: VR(2)
DW, BT

RECEIVED
MAR 29 1955
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
MAR 23 1955
FOR FILING

7771
4/6

March 22, 1955

Mr. Frank J. Kerman
Kerman Livestock Farm, Inc.
North Portland, Oregon

Dear Sir:

In reply to your letter of March 1 having reference to right of way required for improvement of North Denver Avenue at such time as a new bridge is constructed across the Columbia River, advise that we expect to have the right-of-way requirements determined in the next 30 days. When such requirements are known, we will be pleased to confer with you in this matter.

Very truly yours,

R. H. Baldock
State Highway Engineer

cc Mr. W. C. Williams
Mr. Forrest Cooper
Mr. R. L. Porter

WCW:ms lg

FORM E-90 27,900 4-52 69906

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
March 18, 1955

SUBJECT:

To: Mr. W. C. Williams
Deputy State Highway Engineer

NOTED
W. C. WILLIAMS

In reply to your Assignment 5709 which refers to right of way from the Kernan Livestock Farm in connection with the Interstate Bridge project north of Portland, I wish to advise that, while we do have a tentative plan which would indicate the right of way requirements, the final plans and descriptions are in the process of preparation and are expected in this office within 10 days.

I, therefore, recommend that we delay negotiation with Kernan until the maps and descriptions are in and processed, at which time the Right of Way Department could try and work out a settlement with Kernan.

Forrest Cooper
Ass't. Construction Engineer

FC:jv

Encl.

RECEIVED
MAR 18 1955
OFFICE OF
STATE HIGHWAY ENGINEER

FORM S-123 SOL. REVISED 2-52

RECEIVED
MAR 16 1955
FOR FILING

COMMISSIONERS
BEN R. CHANDLER, CHAIRMAN
Coos Bay
CHAS. H. REYNOLDS, MEMBER
La Grande
M. K. McIVER, MEMBER
Portland
H. B. GLAISYER
SECRETARY

OREGON
STATE HIGHWAY DEPARTMENT
SALEM

R. H. BALDOCK
STATE HIGHWAY ENGINEER
W. C. WILLIAMS
1ST ASST. STATE HWY. ENGR.
W. W. STIFFLER
2ND ASST. STATE HWY. ENGR.
C. W. ENFIELD
CHIEF COUNSEL

March 16, 1955

Marsh, Marsh & Dashney
Attorneys at Law
First National Bank Building
McMinnville, Oregon

#15196
Union Denver Swift Separation

Attention Mr. Eugene E. Marsh

NOTED
W. C. WILLIAMS

Dear Mr. Marsh:

This to acknowledge your letter to Mr. Enfield regarding the repurchase of 1.637 acres of land which the state purchased from the Kernan Livestock Farms.

We have been delayed in answering this letter for the reason that there is considerable planning of the Department with relation to the new bridge across the Columbia River and the Engineering Department feel that this parcel of land should be held by the state until such time as the State of Oregon and the State of Washington plans for the new bridge are completely finished.

Thanking you very kindly for your cooperation, we are,

Very truly yours,

C. W. ENFIELD
Chief Counsel

C. W. PARKER
Property Manager

CWP:DL
cc A.G. Skelton
cc W.C. Williams

ASSIGNMENT

Date: March 8, 1955 No. 5704 By Drew

Description: Copy of letter from the Kernan Livestock Farm, North Portland, dated March 1, and copy of Mr. Glaisyer's acknowledgment of March 4. Mr. Kernan's letter concerns R/W which may be needed for new Interstate Bridge at the foot of North Denver ~~xxxxxx~~ Avenue.

Acknowledged by ____ Referred to Cooper

XX Investigate and report with recommendation
__ Such action as necessary and report
__ Comment or recommendation
__ Return with rough draft of reply
__ Prepare reply for signature of Mr._____
__ Contact correspondent and report

- -
- -
- -
- -

Remarks: Have our R/W requirements been determined as yet across Franks "The Germans" property. WCW

PLEASE RETURN TO W. C. WILLIAMS

NOTED FORREST COOPER

Executed 3-18-55 Report Received _____

me

March 4, 1955

your letter of March 1, 1955, n at the meeting of the State lay of this week, concerning for the new Interstate Bridge e.

to the attention of the members referred it to the State Highway port at the next meeting of the

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

HHC:jmc

cc: Commissioners
R. H. Baldock

NOA

RECEIVED
JUN 6 1955
FOR FILING

March 4, 1955

Mr. Frank J. Kernan
c/o Kernan Livestock Farm, Inc.
North Portland, Oregon

Dear Mr. Kernan:

Reference is made to your letter of March 1, 1955, which was handed to me in person at the meeting of the State Highway Commission on Wednesday of this week, concerning right of way which may be needed for the new Interstate Bridge at the foot of North Denver Avenue.

I brought your letter to the attention of the members of the Highway Commission who referred it to the State Highway Engineer for investigation and report at the next meeting of the Commission.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

HBG:jmc

cc: Commissioners
R. H. Baldock

NOA

North Portland, Oregon
March 1, 1955

Oregon State Highway Commission
Salem, Oregon

Gentlemen:

We just wanted to take this opportunity to let you know how the Kernan Livestock Farm feels in regard to right of ways needed for the new Interstate Bridge at the foot of North Denver Avenue. We filled 10½ acres of property on the cloverleaf, and our buildings can be moved back on the new fill. We expect to make improvements on that corner so that it will be an attractive advertisement for tourists entering the State of Oregon.

We want to work with you because we want to open up that junction to tourist trade. Since our property has been filled, it is a very desirable piece of property. We would be willing to sell the whole tract to the State if they desired it. It would be an ideal location for a Tourist Information center with buildings for the Chamber of Commerce, the State and County police.

There are no easements on this property for the telephone, electric or gas lines, or poles. We have always worked with the utility companies, but do not let them get in our way and do not charge them for poles or lines. We saved the State a considerable amount of money on right of ways from these utility companies when the new cutoff was put in from North Portland Road to Union and Denver Avenues. We also helped your engineers to get the 20° curve on the above mentioned cutoff across the Pacific International Livestock property which straightened out the curve. This property was originally donated by me to the Pacific International Livestock Exposition.

Also, we have 1000' of waterfront property adjoining the west side of the Westerlund Boat shop property on the Oregon Slough. If the new Interstate Bridge takes some of their property, we would be willing to sell some of our property at a reasonable price so that they could be moved downstream.

We just want you to know that we are trying to work with the State Highway Department, but would like to know as soon as possible where the right of way lines will be for the new Interstate Bridge, across our property on the junction.

Yours very truly,

KERNAN LIVESTOCK FARM, INC.

By F Kernan

FJK:alk

ACKNOWLEDGED
H. B. GLAISYER

RECEIVED
MAR 1 1955
FOR FILING
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February 25, 1955

Mr. F. J. McKay, District Engineer
Washington State Highway Commission
4200 Main Street
Vancouver, Washington

Dear Sir:

This will confirm the telephone approval given by J. Al Head of this Department to James Gallagher of your office in regard to the proposed sign installation on the Interstate Bridge as submitted with your letter of February 11 to Mr. F. B. Crandall.

Very truly yours,

H. C. Williams
Deputy State Highway Engineer

VJ:mm/jr mc

cc Mr. G. S. Paxson
Mr. F. B. Crandall
Mr. W. O. Widdows

WASHINGTON
STATE HIGHWAY COMMISSION
Department of Highways
Office of District Engineer
4200 Main Street
Vancouver, Washington

February 11, 1955

Mr. R. H. Baldock
State Highway Engineer
Oregon Highway Department
Salem, Oregon

Attention: Mr. F. B. Crandall
Traffic Engineer

PSH No. 1, Contract 4604
Vancouver Freeway, 5th Street
to Burnt Bridge Creek,
FI-001-1(23) unit 2, UI-001-1(21)

Dear Sir:

We are enclosing one print each of two drawings indicating details of overhead sign installation on the existing Interstate Bridge. We believe that it is highly essential we install these signs at the earliest opportunity in order to eliminate some of the difficulty which we are now experiencing at the north end of the Interstate Bridge. It is our proposal to handle all expense in connection with the furnishing and construction of the signs under our present contract. We shall appreciate your early consideration and approval on the erection of the signs as indicated on the attached prints.

Yours very truly,

/s/ P. J. McKAY
P. J. McKAY
District Engineer

PJM:es
c.c. - Mr. J. A. Gallagher
Mr. R. L. Deaver

Enc.

copy made 2-24-55
jr

COPY

WASHINGTON
STATE HIGHWAY COMMISSION
Department of Highways
Office of District Engineer
4200 Main Street
Vancouver, Washington

February 11, 1955

Mr. R. H. Baldock
State Highway Engineer
Oregon Highway Department
Salem, Oregon

Attention: Mr. F. B. Crandall
Traffic Engineer

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Vancouver Freeway, 5th Street
to Burnt Bridge Creek,
FI-001-1(23) unit 2, UI-001-1(21)

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Yours very truly,

/s/ P. J. McKAY
P. J. McKAY
District Engineer

PJM:es
c.c. - Mr. J. A. Gallagher
Mr. R. L. Deaver

Enc.

copy made 2-24-55
jr

COPY

RECEIVED
FEB 28 1955
FOR FILING
7971
4653

February 21, 1955

Mr. W. A. Bowes, Commissioner
Department of Public Works
City Hall
Portland, Oregon

Dear Mr. Bowes:

Unquestionably the services of a diver will be needed by the contractors on the Interstate Bridge, and it is probable that the State will also employ a diver from time to time on the work. When this job gets underway, we will keep Mr. Leiser in mind.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

G. S. Paxson
Assistant State Highway Engineer

GSP:gs

cc Mr. Clyde Leiser
3737 N. E. Marine Drive
Portland, Oregon

NOTED
G. S. PAXSON

WILLIAM A. BOWES
COMMISSIONER
DEPARTMENT OF PUBLIC WORKS

G. J. LINDSTEDT
ASSISTANT TO COMMISSIONER
L. G. APPERSON
CITY ENGINEER

CITY OF PORTLAND
OREGON

February 16, 1955

Mr. R. H. Baldock
Oregon State Highway Commission
Salem, Oregon

Dear Mr. Baldock:

Mr. Clyde Leiser, who has been doing all the city's divin work for a number of years, has requested me to ask if there will be need for the services of a diver on the new Interstate Bridge construction, and if so under whose jurisdiction will such work come. Will it be the contractor, or the contracting agency?

Mr. Leiser is very familiar with the Columbia River, as well as with the Willamette, having been used by the City in its water pipe line crossings as well as all sewer work. He has also served as diver and chief inspector on our sea wall construction.

In our many years of association with him we have found his work to be most satisfactory, and he is a very fine gentleman to work with. He is well equipped to do most any job.

If you should ever have need of the services of Mr. Leiser I recommend him very highly to you. He may be reached by calling the Engineering Division of the City.

Thanking you, I am,

Sincerely,

Wm. A. Bowes
Commissioner of Public Works

NOTED
G. S. PAXSON

WAB:r

Mr. Leiser's address:
3737 NE Marine Drive
Portland, Oregon

RECEIVED
FEB 17 1955
OFFICE OF
STATE HIGHWAY ENGINEER

REFERRED TO
Mr. Paxson
By State Highway Engineer
Please prepare a reply.

FEB 17 1955
7771
4652

February 16, 1955

Mr. D. E. Hedges, Secretary
Washington Toll Bridge Authority
Transportation Building
Olympia, Washington

Re: Proposed Vancouver-Portland
Interstate Bridge

Dear Mr. Hedges:

This is in response to your letter of February 9, 1955, relative to the above matter, in which you enclose a copy of a letter from Preston, Thorgrimson & Horowitz, your bond counsel.

We noted with some surprise your bond counsel's comment that it would be necessary for the Washington Toll Bridge Authority to have exclusive power to impose and collect tolls without supervision of any other agency. The contract which was entered into between the Oregon and Washington authorities on August 9, 1953, specifically provides that the amount and character of toll charges to be imposed for the use of the existing interstate bridge and the proposed new bridge shall be determined and agreed upon by the parties to the agreement. While the agreement provided that the Washington Toll Bridge Authority would have complete responsibility for the operation of both of the bridges, including the collection of toll charges, I do not feel that it is at all desirable to vest in the Washington Toll Bridge Authority the exclusive right to determine the amount of tolls to be charged. It is my recommendation to the Oregon State Highway Commission that the original contract be followed with respect to this matter and that the State of Oregon retain the right to exercise some control with respect to the amount of tolls to be charged.

We were aware that your bond counsel had some doubts as to the statutory authority of the Oregon State Highway Commission to agree with the Washington Toll Bridge Authority that the Authority should have complete responsibility for the operation of both bridges and the collection of toll charges. I am willing to recommend to the Commission that appropriate changes be made in the agreement in order to correct this matter and meet the objections of bond counsel. We have so advised Preston, Thorgrimson & Horowitz by letter dated January 19, 1955, but have not as yet received a reply to that letter.

FEB 17 1955
7771
4652

February 16, 1955

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Washington Toll Bridge Authority
Transportation Building
Olympia, Washington

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If your bond counsel feels that a Supreme Court test is necessary to establish the validity of bonds, I presume that that procedure will have to be followed. I will, however, oppose any change in the existing agreement which would deprive the Oregon State Highway Commission of a voice in the determination of the amount and character of toll charges.

The primary concern of your bond counsel is no doubt the protection of purchasers of the bonds. I do not feel that it is necessary to vest in the Washington authorities the exclusive right to determine the amount of tolls in view of the fact that the contract specifically provides that the tolls to be imposed and collected are "for the purpose of creating revenue sufficient to pay the principal and interest on said bonds, and the cost of maintaining and operating both of said bridges until such time as all bonds and interest thereon issued for the construction of the said new bridge shall have been paid." If your bond counsel feels that this provision should be clarified by providing that in no event shall the tolls be less than sufficient for the above purposes, we will have no objection to an appropriate amendment of the contract to that extent.

I would appreciate hearing further from you with regard to this question.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

RLM/mlk
cc: Mr. W. A. Bugge
Director of Highways
Blind cc: Mr. C. W. Enfield

(Letter referred to Mr. Enfield

CCE

RECEIVED
MAR 1 1955
FOR FILING

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Arthur B. Langlie, Governor
Chairman of Authority
Clare Wm. Savage, State Auditor
E. W. Anderson
Member, Public Service Commission
Fred G. Redmon
Chairman, State Highway Commission
H. D. Van Eaton
Director of Public Institutions

STATE OF WASHINGTON

W. A. Bugge, Director of Highways
Ex Officio Member
J. W. Hoover
Secretary of Authority

WASHINGTON TOLL BRIDGE AUTHORITY

TRANSPORTATION BUILDING
OLYMPIA, WASHINGTON

February 9, 1955

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Re: Proposed Vancouver-Portland Interstate Bridge

Dear Sir:

I am attaching hereto copy of a letter from Preston, Thorgrimson & Horowitz, bond counsel retained by the Washington Toll Bridge Authority, with reference to the issuance of revenue bonds to finance the proposed Vancouver-Portland Interstate Toll Bridge.

You will note that the bond counsel does not feel it necessary to have any additional legislation within the State of Oregon; however, you will further note that in view of the fact that the bonds to be issued for the proposed facility are peculiar in nature due to the re-establishment of tolls on the existing facility and for other reasons as set forth within the attached letter, it is essential to the security of the bonds that a test case be held before the Washington Supreme Court. The whole procedure, as outlined in the attached letter, is contingent upon the successful passage of legislation required on the Washington side and for your information, the legislation has been prepared and submitted to the Washington Legislature and the first hearing was held on the afternoon of February 8th before the House Roads and Bridges Committee. It is not anticipated that any difficulty will be encountered in obtaining the passage of the legislation. We will subsequently advise you when the legislation has been passed and further advise you of other developments pertinent to the proposed structure and its financing as they develop.

In the last paragraph of the attached letter, you will note that the counsel has suggested a meeting and it is my understanding that you will see Mr. Bugge in the immediate future at which time I suggest that you might discuss this matter with him in order that a time and place might be established for the proposed meeting.

Very truly yours,

WASHINGTON TOLL BRIDGE AUTHORITY

By: D. B. HEDGES
Secretary

DBH:hm
cc: Mr. W. A. Bugge
Preston, Thorgrimson & Horowitz
Att.

PRESTON, THORGRIMSON & HOROWITZ
ATTORNEYS AT LAW
NORTHERN LIFE TOWER
SEATTLE. 1

HAROLD PRESTON · 1938
O. B. THORGRIMSON
FRANK M. PRESTON
CHARLES HOROWITZ
RICHARD THORGRIMSON
EDWARD STARIN
JAMES R. ELLIS
F. E. SANSOM
DONALD L. HOLMAN
DAVID S. BLACK

February 3, 1955

Mr. Darrell Hedges
Acting Secretary
Washington Toll Bridge Authority
Transportation Building
Olympia, Washington

Dear Sir:

Re: Proposed Washington Toll Bridge Authority
Vancouver-Portland Bridge Revenue Bonds

You have asked us for our opinion as to whether or not we can approve the above mentioned bonds without an amendment to Chapter 389, Oregon Session Laws 1953.

We are assuming for the purposes of this opinion that the legislation we have proposed for adoption by the Washington Legislature on this subject will be passed and signed by the Governor and that the agreement between the states of Washington and Oregon through their respective Highway Commissions and the Washington Toll Bridge Authority will be rewritten so as to be in conformity with the new Washington legislation and with some minor changes of plans that have been decided upon since the contract was first executed.

Mr. O. B. Thorgrimson, Mr. Charles Horowitz, Mr. Edward Starin and the writer, all of this firm, have held several conferences over this matter, and we have concluded for the reasons hereinafter set forth that a test suit approving said contract and all of its terms and the validity of said bonds must be had before we can give our final opinion approving the issuance of the same. We recommend a test suit because we understand that the Oregon officials think that it will be almost impossible to obtain the necessary amendatory Oregon legislation. Our reasons for this decision are principally legal, but also practical, and are as follows:

First, it is our opinion that there is a real question of the right of the Oregon legislature to delegate to the Washington Toll Bridge Authority the right to control and operate the existing bridge and the sole right to fix and collect tolls for the use of said bridge.

Second, the act of the Oregon legislature does not specifically give the Oregon Highway Commission the right to agree on behalf of the State of Oregon with the State of Washington and the Washington Toll Bridge Authority that said Authority may operate said bridge and may so fix and collect such tolls.

In regard to the practical questions, we think there is a possibility that the Authority would not receive any bids for these bonds without a favorable Supreme Court decision, because:

First, with the reimposition of tolls on the existing bridge this becomes a new type of issue and under such circumstances bond buyers lately have been requiring favorable court decisions before investing in any new type or class of bonds.

Second, bond counsel in the midwest suggested that the 1953 Oregon legislation was incomplete. There is a bare possibility that this might be or become known to the industry and, if so, might discourage possible bidders. We think these last two considerations are comparatively slight, yet we think they should be brought to your attention.

As we have previously discussed, it is our opinion that because the Toll Bridge Authority is issuing the necessary bonds, it can be the only entity to which the holders of said bonds can look for the enforcement of the covenants of the bonds that the tolls will be fixed in such amounts as necessary to maintain and operate the bridges, pay principal and interest, collect and hold said tolls, etc., and that, therefore, the Washington Toll Bridge Authority must have exclusive power to impose and collect taxes, without supervision of any other agency.

We have also concluded that the best way to determine the sufficiency of the Oregon statutes, the validity of such contract and the bonds to be issued, will be to bring a test suit in the Supreme Court of the State of Washington. This would necessitate a voluntary appearance by the State of Oregon, probably through its Highway Commission, in said litigation. It is our present thinking that vouchers for some preliminary expenses incurred by the parties to the agreement could be presented to the State Auditor, that he would refuse to issue warrants in payment thereof because of the alleged invalidity of the agreement, that a mandamus action could then be brought directly in the Supreme Court to compel the issuance of such warrants.

If a favorable decision is rendered upholding the validity of the agreement and all of its terms, this would include a holding that the bonds to be issued are valid because the agreement will provide for their issuance for the intended purposes.

This action could not be commenced, however, until our proposed legislation in the State of Washington has become law and the new contract has been executed by all parties.

We are enclosing extra copies of this letter for you to distribute as you might find necessary. We will be glad to meet with you and the Oregon officials at any time to discuss this subject further, and we suggest a fairly early meeting, which should include counsel for the State of Oregon and its Highway Commission so that definite plans for the test case can be worked out.

Very truly yours,

PRESTON, THORGRIMSON & HOROWITZ

By Richard Thorgrimson
Richard Thorgrimson

RT:hf

7971 Vancouver Interstate and Folder #3
Oregon Slough Bridge
#4653

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The traffic studies point to the conclusion that the present Interstate Bridge will satisfactorily carry the traffic until about 1960, provided adequate connections are built on the Vancouver side now. Studies have been made as to five possible connections, consisting of the following: the present route, the St. Johns route, the 39th Avenue extension route, the 82nd Avenue extension route, and the tunnel route. The most feasible point for parallel tubes under the river would be a short distance above the present bridge structure.

The approximate cost of the routes involving proper connections on both the Oregon and Washington sides are as follows: present route - $27,000,000, St. Johns route - $48,800,000, 39th Avenue extension route- $49,600,000; 82nd Avenue extension route - $46,400,000; and tunnel route - $62,000,000.

The major portion of traffic on the present Interstate Bridge is local traffic between the cities of Portland, Oregon and Vancouver, Washington, and the present bridge is ideally located for that service. If the other structures were built now the St. Johns Bridge would take away from the present bridge only about 4,000 vehicles per day; the 39th Avenue extension, about 11,500; and the 82nd Avenue extension, about 6,000, of the 31,000 average daily traffic. Due to the preponderance local traffic, if one of the other bridges were built it would be necessary sometime during the next 15 to 20 years to build a parallel bridge adjacent to the present site to handle the local traffic alone.

Economic studies made show that the greatest benefit to the road users of both states would be obtained by building a low level bridge parallel and adjacent to the present structure which would afford three lanes of traffic in either direction, and such solution is recommended when the traffic requires it. In the meantime the Washington Department plans to construct the Vancouver Freeway in the near future which will provide adequate approach facilities to the present bridge and will likewise afford a satisfactory connection to the parallel bridge when built.

State Highway Engineer

JOINT INVESTIGATION
OF
AN INTERSTATE BRIDGE
ACROSS THE COLUMBIA RIVER
BETWEEN
PORTLAND, OREGON AND
VANCOUVER VICINITY, WASHINGTON

Prepared Under the Direction

of

The Oregon State Highway Department

and

The Washington Department of Highways

1951

Vicinity Maps

Joint Investigation

of

An Interstate Bridge Across the Columbia River Between Portland, Oregon and Vancouver Vicinity, Washington

Prepared under the direction of

The Oregon State Highway Department

and

The Washington Department of Highways

1951

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Vicinity Maps

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FOREWORD

This is a report of the joint investigation by the Highway Departments of the States of Oregon and Washington of the location and feasibility of a structure across the Columbia River between Portland, Oregon and Vancouver, Washington vicinity to relieve the congested condition of vehicular traffic on the existing interstate Bridge and to provide an adequate facility for present and future highway traffic between the two centers.

As will be shown in the body of the report, the existing structure has sufficient capacity to handle the present traffic although the narrow lane widths constitute a definite hazard during peak traffic periods. Congestion of traffic on the bridge at present is largely due to restrictions on the bridge approaches. It will also be shown that, under reasonable estimates of traffic increases, the traffic volume on the bridge by 1960 will have exceeded its satisfactory working capacity and excessive inconvenience and delay will result.

In conjunction with this report, reference should be made to the following studies and reports which have furnished the necessary tools and data used in arriving at the conclusion presented:

(1) Origin and Destination Traffic Survey of Vancouver, Washington, conducted by State of Oregon and State of Washington Highway Planning Surveys.

(2) "Origin and Destination Traffic Survey of Portland Metropolitan Area — 1946". Conducted by the Oregon State Highway Department, in cooperation with the Washington Department of Highways, Technical Report No. 49-2.

(3) "Review of Columbia River Crossing Traffic and Facilities", prepared by the State of Washington, Department of Highways, Urban Section, Office of Traffic Engineer — January 1950; hereinafter referred to as the "1950 Review".

(4) Report on Trans-Columbia River Interstate Bridge Studies, Published by the Oregon State Highway Commission, in cooperation with the Washington Department of Highways, February 1944 — Technical Bulletin No. 16.

GROWTH AND DEVELOPMENT

The cities of Portland, Oregon and Vancouver, Washington as a result of the expansion of industrial and agricultural activities, have experienced a rapid growth in the past 10 years. As a result vehicular traffic over the Interstate Bridge, spanning the Columbia River between the two centers has increased to a volume in excess of the practical working capacity of the approaches as they exist now.

The city of Portland lies at the confluence of the Columbia and Willamette Rivers and is the dominant metropolitan area in Oregon and Southwestern Washington. It is the most important shipping center in the area and is the focal point of highway, rail and air transport. The population according to the 1950 Census is 371,011. The population of the Portland Metropolitan area is 615,000. There are 7 U. S. numbered highway routes, augmented by a number of state routes converging upon the Portland-Vancouver area. (See Vicinity map Fig. I.) Two of these routes, namely, U. S. 99, and U. S. 30 are a part of the Interstate System of Highways. Portland is divided into two geographical areas by the Willamette River. The portion east of the river has seven-eights of the area and 85% of the population. The distribution is explainable by the fact that the west side is limited by bordering hills to the south and west while the east portion is on a more or less level plain. As a result the principal desire line of traffic to and from the area is in a north and south direction connecting the highly developed industrial centers of the two cities and the fertile valleys of Oregon and Washington.

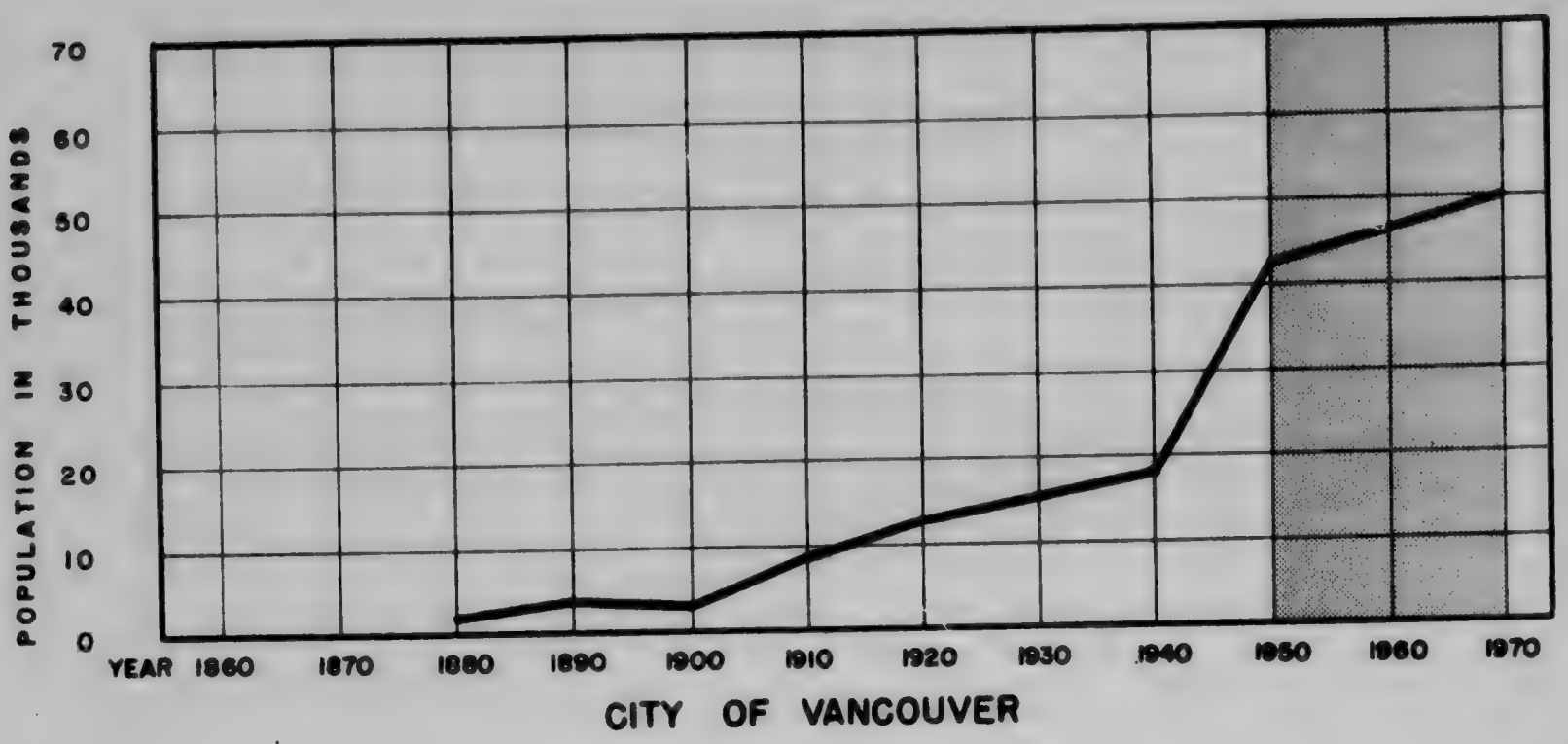
The city of Vancouver with a 1950 population of 41,449, is located on the north bank of the Columbia River across the river from the city of Portland, Oregon. Many war industries sprung up in Vancouver during the last war. More than 12,000 housing units were constructed in and around the city to care for 53,000 persons. In 1944 the Metropolitan area of Vancouver had an estimated population of 85,000 which was 3.5 times greater than the 1940 figures. After the war, with the closing down of war industries many of the workers, with their families, moved away but about one-third of the war-time migration remained in Vancouver. This provided a new source of labor and housing facilities which attracted a considerable expansion program for both industrial and retail activity to serve the increased trade. To the north and east of Vancouver lies a fertile farming community flanked by timber resources. The city is the principal gateway for highway travel to the state of Washington from the south. Two important U. S. numbered highways pass through Vancouver; namely, U. S. 99 and U. S. 830 (See Fig. I.).

The following is a recapitulation of the population growth of Portland and Vancouver from 1860 to 1950. (Figures from "1946 — Portland Metropolitan Area Traffic Survey and from Preliminary 1950 Census figures).

Population Statistics

Year	Portland	Vancouver
1860	2,784	- - -
1870	8,293	- - -
1880	17,577	1,722
1890	46,385	3,545
1900	90,426	3,126
1910	207,214	9,300
1920	258,288	12,637
1930	301,815	15,766
1940	305,394	18,788
1950	371,011	41,449

The Population Trend to 1970 is shown in Fig. III.



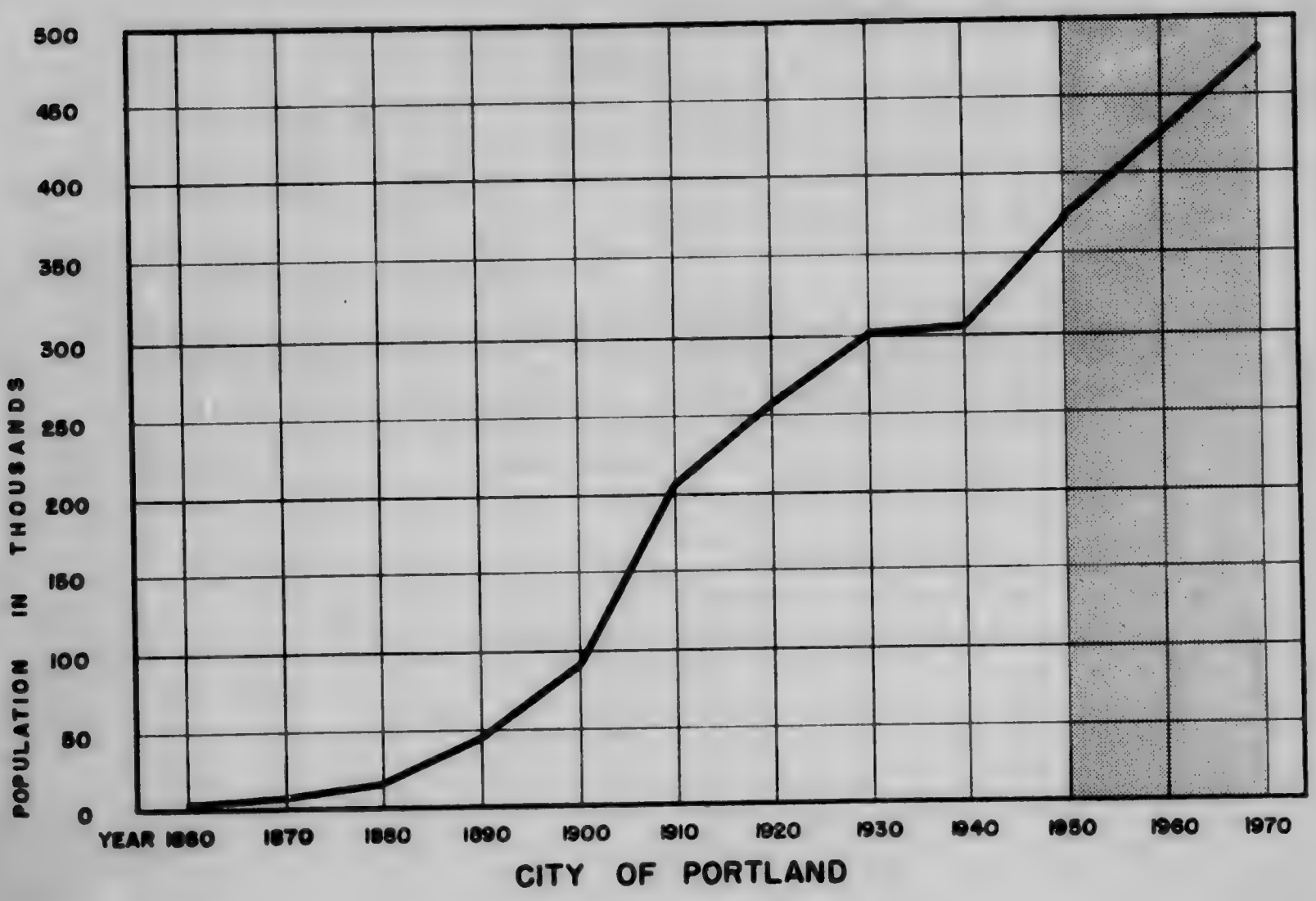


Figure III. POPULATION TRENDS

THE EXISTING BRIDGE

The existing bridge is a low level steel and reinforced concrete structure with a lift span over the navigation channel, similar to that planned for route No. 3 (Fig. VI).

The bridge was completed and opened to traffic on February 14, 1917. Prior to that time traffic across the Columbia River was served by a steam Ferry operated by the Portland Railway Light and Power Company under an exclusive franchise granted in 1888.

The construction of the bridge was financed by Multnomah County, Oregon and Clark County, Washington by the issuing of bonds, in the amount of $1,750,000, of which $1,250,000 was supplied by Multnomah County and $500,000 by Clark County.

The total cost of the bridge was $1,741,889. After eleven years of operation as a toll bridge it was acquired by the States of Oregon and Washington and the tolls were removed.

The existing bridge over the main channel of the river between Vancouver and Hayden Island, exclusive of the bridges over Columbia and Oregon sloughs, is approximately 3531.5 feet in length, and consists of 12 fixed steel spans on concrete piers, two concrete "T" beam approach spans, and a lift span having a horizontal clearance of 250 feet at right angles to the harbor line and a vertical clearance of 175 feet above the low water elevation for navigation. The roadway is 38 feet in width between curbs and is flanked by a 4.5 foot sidewalk on the upstream side. The roadway, although inadequate in width for four lanes of traffic, has been marked off into four 9.5 foot lanes. In elevation and span lengths, the existing bridge is similar to that shown in Fig. VI for the Interstate Avenue site, route No. 3.

The bridges over Oregon and Columbia sloughs are steel girder bridges on concrete piers and have the same roadway section as the main bridge. The former is 1137.5 feet in length and consists of eleven spans, and the latter is 307 feet in length and consists of four spans.

TRAFFIC VOLUMES

The projected traffic volume expectancy on the existing Interstate Bridge will, by the year 1960, be such that the bridge will no longer handle the traffic satisfactorily. The basis for such conclusion is set down hereinafter.

In the year 1946 an Origin and Destination Traffic Survey was conducted in the Portland-Vancouver metropolitan area. This survey was a cooperative project conducted jointly by the Oregon and Washington Highway Departments, the Cities of Vancouver and Portland, and the Bureau of Public Roads. This survey developed a great deal of valuable data bearing upon the future need of trans-Columbia River crossing facilities and/or the need for improvement of existing facilities.

The annual average daily volume on the existing Interstate Bridge for the year 1950 was 30,747 vehicles. This 1950 value was based on portable automatic recorder counts on 36 days through the year. For the past ten years traffic volumes in the vicinity of the Interstate Bridge have increased at an average rate of 10.7 per cent per year. Based on the ultimate maximum traffic volume, the anticipated average rate of increase from the year 1950 to the year 1980 is 2.3 per cent per year. (See Fig. IV)

The traffic data obtained on the 36 days throughout 1950 did not include some of the days of heaviest volume, such as July 4th and Labor Day. These data, although incomplete from the standpoint of continuous count throughout the year, showed peak-hour volumes ranging from 6.56 per cent to 10.53 per cent with respect to the 24-hour daily volume. Data obtained in the course of the 1946 Origin and Destination Studies showed the average peak-hour was 8.6 per cent of the average daily traffic volume for the five week days of July, August and September. A maximum 24-hour volume of 54,800 vehicles has been recorded on the Interstate Bridge. Traffic density of this magnitude caused a backlog of traffic to pile up, causing some delay. With such extremely high 24-hour volume, the peak hour within the 24-hour period would be much higher, percentage-wise, with respect to the average daily traffic for the year, as compared to the 8.6 per cent value obtained from data of the 1946 Origin and Destination Study.

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Vicinity Maps

The following record of the average annual number of vehicles per day using the existing bridge since 1936, indicates the growth trend of vehicular traffic between the two centers:

Year	Annual Average Vehicles Per Day	Year	Annual Average Vehicles Per Day
1936	13,100	1946	26,518
1941	19,114	1947	29,103
1942	22,604	1948	28,600
1943	21,210	1949	29,120
1944	21,516	1950	30,747
1945	24,596		

In the following Table #1 is shown a breakdown of the 1949 average daily traffic by classes of vehicles:

TABLE NO. I

Traffic Volumes — Interstate Bridge — Vancouver By Classes of Vehicles — ADT 1949 29, 120 vehicles per day.

Classes of Vehicles	No. per day	Percent of Total
Oregon Passenger Cars	16,740	57.5
Foreign Passenger Cars	9,380	32.2
Light Trucks	1,340	4.6
Heavy Trucks	990	3.4
Trucks — Semi Trailer	233	0.8
Trucks — Full Trailer	175	0.6
Busses	262	0.9
Total	29,120	100.0

% INCREASE-1937 TO 1948 = 117 OR AVG. OF 10.7 %/YR.

% INCREASE-1937 TO 1980 = 286 OR AVG. OF 6.6 %/YR.

% INCREASE-1950 TO 1980 = 68 OR AVG. OF 2.3 %/YR.

VEHICLES - A.D.T.

60,000
50,000
40,000
30,000
20,000
10,000
0

1935 1940 1945 1950 1955 1960 1965 1970 1975 1980

YEAR

*2.3 %/yr.

*1.2 %/yr.

TRAFFIC VOLUME TREND

COLUMBIA RIVER INTERSTATE BRIDGE

OREGON STATION P-26

*AVG % INCREASE

·-·-·- 1980 Maturity

- - - 2000 Maturity

FIGURE IV

DELAYS TO TRAFFIC

Delays to traffic crossing the interstate bridge is an unfavorable feature of a low level bridge having a lift span which must be opened to serve river navigation. The number of times the bridge is opened for navigation has been steadily increasing. The following tabulation obtained from the "Drawbridge Operator's Report for the Interstate Bridge" shows the number of openings and the time traffic is delayed for each month of years 1948, 1949 and 1950 and for the first three months of 1951.

TABLE NO. II

TRAFFIC DELAYS FROM OPENING OF LIFT SPAN INTERSTATE BRIDGE

Month	1948 No. of Openings	1948 Time Delayed Hours	1948 Time Delayed Min.	1949 No. of Openings	1949 Time Delayed Hours	1949 Time Delayed Min.
January	181	12	0	141	9	56
February	183	12	18	236	17	8
March	215	15	34	240	15	48
April	197	14	3	289	20	43
May	403	26	2	431	30	15
June	350	23	55	385	26	19
July	303	21	26	242	16	49
August	250	14	49	228	15	7
September	242	15	47	256	16	59
October	145	9	40	234	16	21
November	191	23	37	260	17	15
December	277	12	30	244	18	9
Total	2937	202	20	3186	230	48

	1950			1951		
January	170	11	54	286	19	28
February	223	17	3	264	18	25
March	278	19	36	267	18	12
April	272	18	31			
May	319	22	7			
June	452	32	0			
July	427	31	5			
August	327	22	40			
September	319	21	53			
October	228	15	33			
November	312	22	52			
December	255	17	17			
Total	3584	252	31			

PRACTICAL CAPACITY AND PEAK VOLUMES

Practical working capacity is defined in the "Capacity Manual" referred to in the 1950 Review, as the "Maximum number of vehicles that can pass a given point on a roadway or in a designated lane during one hour without the traffic density being so great as to cause unreasonable delay, hazard, or restriction to the drivers freedom to maneuver under the prevailing roadway and traffic conditions."

The determination of the traffic carrying capacity of the existing bridge was developed in the 1950 "Review of Columbia River Crossing Traffic and Facilities" published by the Washington Department of Highways. In this analysis use was made of the methods, principles and fundamentals of the "Highway Capacity Manual" by the Highway Research Board, Committee on Highway Capacity, published by the Bureau of Public Roads. The principle factors which affect the capacity and which were taken into consideration in the analysis are (1) Classification or characteristics of direction of maximum flow; (2) Composition of traffic (percentage of commercial vehicles); and (3) Width and number of traffic lanes.

It was found that the practical working capacity of the existing bridge is 3,625 vehicles per hour for the four lanes based on 55% of the peak hour flow being in the major direction. For convenient reference the detailed computations are reproduced herewith.

PRACTICAL CAPACITY of the INTERSTATE BRIDGE

"NOTE: — The following capacity determination is based on Highway Research Board data as published in Vol. 25, No. 10, Public Roads, October 1949.

HYPOTHESIS: — (P.R. p. 229)

'The practical capacity for one direction of travel on a four-lane divided highway with a wide median, 10-foot shoulders, and 12-foot lanes is 1,500 passenger cars per lane per hour.'

I COMMERCIAL VEHICLE CORRECTION: —

1948 Oregon Traffic Density Tables report an average of 10.4% Commercial vehicles on the Vancouver leg of Station 26-P

A traffic stream containing 10% commercial vehicles has 91% the capacity of a stream composed of 100% passenger cars (P.R. Table 9, p. 229) (0.09) (1500) = -135 vehicles/lane/hour

II LANE WIDTH AND EDGE CLEARANCE CORRECTION: — (P.R. Table 8, p. 228)

38 foot roadway width = four 9.5 foot lanes

Outside Lane = $\frac{(66 + 74)}{2}$ = 70% (0.30) (1500) = - 450 vehicles/lane/hour

Inside Lane*= $\frac{(76 + 86)}{2}$ = 81% (0.19) (1500) = 285 vehicles/lane/hour

III CAPACITY OF TWO 9.5-FOOT LANES FOR TRAVEL IN ONE DIRECTION:

Outside Lane = 1500 - (135 + 450) = 915 vehicles/lane/hour
Inside Lane = 1500 - (135 + 285) = 1080 vehicles/lane/hour
Two-lane, One Direction Capacity = 1995 vehicles/two-lanes/hour

DIRECTIONAL FLOW CORRECTION: —

55% of Peak-Hour flow is in Major Direction (Estimated from Traffic count)

Major Flow = 1995 vehicles/two-lanes/hour
Minor Flow = $\frac{45}{55}$ (1995) = 1630 vehicles/two-lanes/hour

Four-Lane, Two-Direction Capacity = 3625 vehicles/four-lanes/hour

NOTE: This capacity is based upon 100% green time for Interstate Bridge traffic at the intersections at grade immediately adjacent to the bridge approaches.

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* For undivided four-lane highways, the lateral clearance on the left side of the lanes for travel in the one direction may be assumed to be equivalent to the distance from the left edge of these lanes to a vehicle centered in the adjacent lane used by traffic traveling in the opposite direction. (P.R. p.229)"

* * * * * *

The practical working capacity of 3,625 represents the value under the most favorable conditions. It is based on free-flowing approaches, that is, 100% green time for interstate bridge traffic at the intersections at grade, immediately adjacent to the bridge approaches. Then too, there must be taken into consideration the delays from the opening of the lift span for navigation.

The Highway Capacity Manual prescribes that projected traffic facilities be designed to accommodate traffic flow as obtained in the 30th-highest hour of the year. The design value in terms of average daily traffic may be

determined by relating the 30th-highest hour to the average daily traffic. The foregoing approach, with respect to design for projected new facilities, can then be used as a yardstick in measuring the adequacy of an existing facility.

"The lack of continuous traffic-count data over a year's period on existing Interstate Bridge precludes a true determination of a percentage relationship between the 30th-highest hour and the average daily traffic. On the basis of incomplete traffic-count data, it has been indicated that the average peak-hour volumes for the five weekdays of July, August and September 1946 would approximate 8.6 per cent of the average daily week day traffic. It is believed that a design peak hour value of 10 per cent of the average daily traffic would be a reasonable approximation in the instance of the Interstate Bridge."

Using the value of 3,625 vehicles per hour, as previously derived, and the 10 per cent value for the 30th-highest hour, the practical working capacity of the existing Interstate Bridge, in terms of average daily traffic, becomes 36,250. From traffic projection, the value of 36,250 will be reached some time in 1955 (refer to Table III).

The practical capacity is based, amongst other things, on a certain level of service to the motorist in the matter of speed. Referring to Volume 25, No. 10, October 1949 issue PUBLIC ROADS, page 225, it is stated with respect to practical capacity of multilane facilities in urban areas that, "At this volume, drivers who so desire can safely maintain an over-all speed of 35 to 40 miles per hour, although the average speed of all vehicles will be 30 to 35 miles per hour. Also, exceptionally high volumes that occur frequently for short periods can be handled without complete congestion." In the light of the foregoing, the existing bridge can handle a volume greater than the computed practical capacity of 36,250 with a lowering of speed level. With some sacrificing of the drivers desire to maintain a certain speed — it seems reasonable to state that the existing facility can handle 43,500 vehicles per day without severe congestion. The value of 43,500 is slightly in excess of the projected traffic for 1960 (refer Table III). The existing facility should, therefore, serve until that time.

TABLE III

Projected Average Daily Traffic Volumes
for the Interstate Bridge
between
Vancouver, Washington and Portland, Oregon

	1948	1950	1955	1960	1965	1970	1975	1980
ADT Traffic Volume	28,600	30,747	37,000	41,700	45,500	48,400	50,600	52,100
% Vol. Increase over 1948	100.0	107.6	129.3	145.7	159.3	169.3	177.0	182.3
Design Peak Hour (10.0% of ADT)	2,860	3,075	3,700	4,170	4,550	4,840	5,060	5,210

Following the preceding procedure, the capacity of a 3-twelve foot lane facility with traffic moving in one direction has been determined by applying the following corrections to the basic capacity of 1500 passenger cars per lane per hour.

1. Commercial Vehicle Correction:
   .09 x 1500 = -135

2. Lane Width:
   1 Outside lane = .19 x 1500 = 285
   Inside lane = .02 x 1500 = -30

Capacity of 2 outside lanes = 2 (1500 - (135 + 285) = 2160
Capacity of 1 inside lane = (1500 - (135 + 30) = 1335

Total capacities of 3 lanes in one direction = 3495

Directional Flow Correction:
Major Flow = 3495 vehicles/3 lanes/hour
Minor Flow = $\frac{45}{55}$ x 3495 = 2860 on structure with Minor Flow

Total of 2 parallel bridges = 6355 vehicles per hour

FIELD INVESTIGATIONS

Field investigations and study of possible locations of another bridge across the Columbia River between Vancouver, Washington vicinity and Portland, Oregon, together with approaches thereto were authorized by the Washington Highway Department, under job numbers L-475 and L-657. A similar study by the Oregon Highway Department was authorized by resolution of the Oregon Highway Commission. Six different routes or locations, involving five different river crossings were investigated.

I Route No. 1 crosses the Columbia River on an extension of Portland's 82nd Avenue, and intersects PSH #8 in Washington near Image station on the S.P. & S. Railroad. From the intersection with PSH #8 it extends westerly on Relocated PSH #8 to a Junction with Route No. 2 (33rd Ave. Extension). It then swings northerly and joins PSH #1 (U.S. 99) just north of Salmon Creek.

II Route No. 2 crosses the River on an extension of Portland's N. E. 33rd Avenue and joins Route No. 1 at the end of the bridge, at the junction with PSH #8 (U.S. 830). From this junction northerly it follows Route No. 1.

This route will be referred to in this report as the "39th Ave. Extension."

III Route No. 3 is an extension of Portland's Interstate Avenue and crosses the river on a location parallel to and 83 feet downstream from the existing Interstate Bridge U.S. 99. From the end of the bridge, the route extends northerly and joins PSH #1 (U.S. 99) near the N.P. Yacolt branch overhead crossing. This will be referred to as the "Interstate Bridge Location."

IV Route No. 3, alternate, involves the same river crossing and the same approach on the Washington side as route #3, but follows N. Delaware Avenue by means of a depressed freeway on the Oregon approach.

V Route No. 4 involves the construction of a tunnel under the Columbia River about 300 feet upstream from the existing bridge.

VI Route No. 5 begins at Portland's Lovejoy Street on the west side of Willamette River and extends northerly via the existing St. Johns Bridge in Portland, crosses the Columbia River near the west end of Hayden Island and intersects PSH #1 at a point about 3.5 miles north of Woodland. This route and crossing will be referred to as the "St. Johns Route" or "St. Johns Crossing."

For purposes of comparison, estimates have been prepared for the several sections of each route from a point of beginning on an existing highway in or near Portland, Oregon to a common point on Primary State Highway No. 1 (U.S. 99) about 3.5 miles north of Woodland, Washington. The latter point is the end of Route No. 5, the St. Johns route, and the most northerly point of the several proposed highway relocations.

The estimates shown in Tables No's. V and VI include the cost of improving the portion of the existing highways within the limits of each route to the design standards, as well as the new locations involved in each route. However, the plans for improving the existing routes are not included as exhibits in this report where the alignment of the section follows the existing highway. These may be referred to, if desired, in the Highway Departments of Oregon and Washington.

ROUTE NO. 1 — 82nd STREET ROUTE

1. Columbia River Crossing.:-

The purposed bridge on this route crossed the Columbia River on a line which is the extension of Portland's N.E. 82nd Street about five miles upstream from the existing Interstate bridge. Because of the distance from the existing Interstate bridge a 4-lane structure, with a 56 ft. roadway between 5 foot sidewalks, carrying 2-way traffic was estimated at this site. Two alternate designs were considered. One is a high level fixed steel span bridge with concrete "T" beam approaches and a cantilevered suspended steel arch span over the Navigation Channel. This design is 5436.75 feet in length of which a length of 2081.25 feet is "T" beam construction and 3355.5 feet is steel construction. The cantilevered arch span has a 320 foot horizontal clearance and a 160 foot vertical clearance above low water elevation + 2.06 (See Fig. V). The northerly end span also crosses over the S.P. & S. Ry. before forming an intersection and interchange with the existing and new locations of PSH #8 (U.S. 830). The estimated cost of the high level fixed span design is $7,957,000.

The alternate design consists of a low level bridge with a lift span over the Navigation Channel. The lift span has a 250 foot horizontal clearance, a vertical clearance of 68 feet above the low water elevation when closed and 160 feet above low water when opened. This structure also crosses over the S.P. & S. Ry. on the North end before forming a junction with PSH #8 (U.S. 830). The bridge is 5290 feet in length. The estimated cost is $8,159,000.

The average annual cost of operation of the lift span on the existing Interstate bridge is approximately $47,000 and the average annual maintenance cost chargeable to the movable features is about $3500, or a total of

$50,500. This is exclusive of painting, which averages about $1500 per year and which for all practical purposes, may be considered as not being incident to the movable feature. $50,500 capitalized at 4% would represent an investment of $1,262,500.

On this basis the high level bridge is the most economical. It has the following advantages: -

(1) It is free from interruption to traffic flow
(2) Lower construction and maintenance costs

The origin and destination studies referred to herein and summarized in Table No. VII indicate that this site is not favorably located with respect to the desire movements of travel. These studies indicate that about 19.8% of the traffic on the existing Interstate Bridge may be expected to be diverted to a new bridge at this site. While this would afford some immediate relief to the existing Interstate Bridge, it cannot be considered as a solution of the traffic problem.

2. Oregon Approach

The south end of the Columbia River Bridge on this route is back of the dike and of the levee road (N. E. Marine Drive) and on a northward extension of N. E. 82nd Avenue in Portland. This extension intersects the dike just east of the Alderwood Golf Course. The route crosses the bottom ground to the south on an embankment with an overcrossing of N. E. Alderwood Drive, bridges over an overflow channel and over Columbia Slough and a combined undercrossing of Columbia Boulevard and the Union Pacific tracks with a traffic interchange to Columbia Boulevard. A short distance north of Columbia Boulevard the bridge connection passes under N. E. Killingsworth Avenue and makes connections to it. The section from north of Columbia Boulevard to Sandy Boulevard is in a depressed freeway which is overcrossed by N.E. Prescott Street and Sandy Boulevard. No connection is proposed to Sandy Boulevard as this arterial street is now carrying almost its maximum practical load.

South from Sandy Boulevard the route enters an area of heavily built up residential and small business developments. Because of right-of-way costs and interference with the free flow of local traffic the most feasible construction is a cut and cover tunnel within the present limits of 82nd Avenue. The bridge connection traffic being carried on the lower level and the normal 82nd Avenue traffic on the upper deck at present street level. This tunnel introduces a major problem in lighting and ventilation and with continuing operating costs of considerable magnitude.

This section of tunnel would be approximately 3,300 feet in length and would terminate in the low lying area north of Sullivans Gulch. Across this area property values are not so great, and an embankment can be used with

grade separation of main city streets at N. E. Brazee Street and N. E. Tillamook Street.

At Halsey Street the 82nd Avenue route crosses Sullivans Gulch. The State of Oregon, as a part of its urban highway program, proposes to construct a freeway in Sullivans Gulch as an east and west arterial known as the "T. H. Banfield Expressway." A connection to the 82nd Avenue bridge approach can be made at this point so that traffic bound for downtown Portland would have a convenient route. It is intended that the T. H. Banfield Expressway will carry the major part of the traffic entering Portland from the east. The additional traffic from the bridge connection would add to the heavy load this route is expected to carry. This additional load on the east and west arterial is a serious objection to the 82nd Avenue line.

The estimated cost of the Oregon connection to the 82nd Avenue bridge from the bridge and to Sullivans Gulch is as follows:

Grading and Tunnel	$3,355,000
Structures	930,000
Surfacing	400,000
Engineering and Contingencies	468,000
Total Construction Cost	$5,153,000
Right of Way	1,788,000
Total	$6,941,000

The connection at Sullivans Gulch does not adequately serve traffic destined for points south of Portland or for Traffic originating south of Portland and bound for Western Washington points. Such traffic would be forced into a circuitous route through downtown Portland over routes already carrying heavy local traffic. If the 82nd Avenue location were selected, a direct southerly connection to Route 99E in the vicinity of Oregon City must be provided.

This route would be through a depressed freeway located a block or more east of 82nd Avenue. The freeway would be through an excavation deep enough to permit the main east and west streets to pass over the freeway. This type of construction would be continued to the south city limits of Portland where a viaduct would carry the freeway over the Portland Traction Company tracks and over Johnson Creek. The line of the new connection south of Portland would be west of the present highway and would connect to the existing Pacific Highway (U.S. Route 99E) at Oregon City.

The estimated cost of this section from Sullivans Gulch to Oregon City is as follows:

Grading and Tunnels	$2,638,000
Structures	4,836,000
Surfacing	1,295,000
Engineering and Contingencies	877,000
Total Construction Cost	$9,646,000
Right of Way	6,306,000
Total	$15,952,000

The total cost of an adequate approach connection on the 82nd Avenue route would be the sun of the two sections described above:

Grading and Tunnels	$5,993,000
Structures	5,766,000
Surfacing	1,695,000
Engineering and Contingencies	1,345,000
Total Construction Cost	$14,799,000
Right of Way	8,094,000
Total	$22,893,000

3. Washington Approach :-

The extension of this route across the Columbia River intersects Primary State Highway No. 8, U.S. 830 on the Washington side near Image Station on the Spokane, Portland and Seattle Railway. Because of the topography of the country in this vicinity, the practical terminus for the bridge on this side would be an efficient traffic interchange with the new and existing locations of PSH #8, illustrated in Fig. XI. From this interchange the route continues in a westerly direction as shown in Fig. XI paralleling the S. P. & S. Railroad tracks to an intersection with route No. 2, the 39th Avenue extension at a point on PSH #8 where the extension of Portland's 33rd Avenue would intersect it. At this point the route swings northerly and continues in a northerly direction to an intersection with Primary State Highway No. 1 U. S. 99 at a point near Salmon Creek about five miles north of Vancouver. From Salmon Creek northerly the route follows the existing alignment of PSH #1 U.S. 99 to the point of intersections with Route #5 the St. Johns Route, about 3.5 miles north of Woodland. The existing road from the point of intersection near Salmon Creek to the Sara Road is a 4-lane road but some additional improvement is necessary to bring it up to interstate system standards. From the Sara Road northerly to the intersection with Route No. 5, 3.5 miles north of Woodland, the existing road is a 2-lane road.

This route would consist of a Freeway with Interchange provided at important road intersections. A Twin-bore tunnel will be required through Harney Hill between stations 238+75 and 257+00. The proposed Roadway and Tunnel sections are shown in Fig. 15. The estimated cost of this route broken down into the several sections are shown in the tabulation of estimates Tables Nos. V and VI. The total cost of the Washington approach from the Columbia River Bridge to the Junction with Route No. 5 North of Woodland is as follows:

Construction	$12,784,356
Right of Way	2,770,033
Total	$15,554,389

The total composite estimate of the cost of Route No. 1, including the Columbia River Bridge, the Oregon approach and the Washington approach is $46,404.389.

ROUTE NO. 2 — 39th AVENUE ROUTE

1. Columbia River Crossing: -

The proposed bridge on this route crosses the Columbia River on a line which is approximately an extension of Portland's Northeast 33rd Avenue about 2.3 miles upstream from the existing Interstate Bridge. The factors controlling the design are similar to those of Route No. 1 Because of the distance from the existing interstate bridge, a 4-lane structure carrying two-way traffic is planned. Two alternate designs, similar to those planned for Route No. 1 and shown in Figure VI, were considered. One is a high level fixed steel span bridge with concrete "T" beam approaches and a cantilevered steel arch span over the navigation channel with a total length of 5436.5 feet (for statistical data see Table IV).

The cantilevered arch span has a 320 foot horizontal clearance and a 160 foot vertical clearance above low water elevation +1.7. The estimated cost of the high level bridge is $9,495,000.

The alternate design consists of a low level bridge with a lift span having a 250 foot horizontal clearance, a vertical clearance of 39 feet above low water elevation when closed and 160 feet above low water elevation when opened. The total length of this design is 4567.5 feet. It has 13 fixed steel spans besides the lift span and the concrete "T" beam approaches. The roadway width between curbs is 56 feet which provides for 4 twelve foot lanes; a 4 foot median and a 2 foot clearance adjacent to each curb. The estimated cost of the low level lift bridge is $9,064,000 (See Table IV).

The difference in the cost of the two designs is $431,000, while the capitalization of the costs chargeable to the movable span as stated under Route No. 1 is $1,262,500. The advantages of the high level bridge are the same as those stated for the high level bridge on Route No. 1.

From the traffic standpoint a river crossing on this route would divert about 37.5% of the traffic from the existing bridge. This would reduce the average daily traffic volume for 1950 on the existing bridge to 19,150 vehicles.

2. Oregon Approaches:-

The 39th Avenue route would cross the Columbia River at a point just east of the Vancouver Shipyards. The south end of this bridge ends immediately south of the levee along the south bank of the Columbia River and is at an elevation which permits the existing levee road to cross under the approach to the bridge. The estimates given for the Oregon approaches cover the highway costs from the south end of the bridge southerly to the connection with the existing Pacific Highway.

From the south end of the proposed Columbia River bridge the line crosses the low lying river bottoms which are protected by the levee along the river bank. The line extends southerly to the west of the Broadmoor Golf Course, with an overcrossing of the Elrod Road which is the main service road for the river-bottom land. At the Broadmoor Golf Course the line swings to the east until it is in line with 39th Avenue extended, crossing Columbia Slough, Columbia Boulevard, the Union Pacific railroad tracks, and N. E. Lombard Street. A connection is provided at N. E. Lombard Street so that traffic bound for Eastern Oregon points may use this street to a junction with the Columbia River Highway in Parkrose.

To the north of N. E. Lombard Street a wide right of way through the residential area would be purchased and the highway depressed in an excavation so that main east and west streets could overpass the highway and traffic on these streets flow without interruption. This depressed highway section follows, in general, a route approximately 100 feet to the east of N. E. 39th Street until N. E. Fremont Street is reached. Between N. E. Fremont Street and the bluff bordering N. E. Alameda Street a tunnel would be constructed passing under the high ground in this area without disturbing the existing developments. From the south portal of the tunnel to and across Sullivans Gulch an elevated viaduct is proposed and at the south end of this viaduct, just to the south of Sullivans Gulch, a traffic interchange would be provided allowing access to the proposed T. H. Banfield Expressway in Sullivans Gulch.

The T. H. Banfield Expressway is planned as the major east-west arterial route in East Portland. This route will, when constructed, carry the major portion of traffic entering Portland from the east and will also carry a very heavy load of local traffic destined for downtown Portland. Any addi-

tional travel entering the freeway from the proposed bridge approach would add to this load and increase the amount of traffic that the freeway will be called upon to bear. Through north and south traffic originating north of Vancouver and destined for south of Portland would be forced into a circuitous route back into downtown Portland and over U. S. Route 99E through the business section of East Portland, in order to proceed in a southerly direction. A connection could however, be made to the freeway and this connection would be the minimum facility that could be provided to make the 39th Avenue route workable. The estimates of cost for the Oregon approach from the south end of the Columbia River bridge to the T. H. Banfield Expressway in Sullivans Gulch are as follows:

Grading and Tunnel	$2,015,000
Structures	3,253,000
Surfacing	426,000
Engineering and Contingencies	570,000
Total Construction Cost	$6,264,000
Right of Way	5,700,000
Total	$11,964,000

If the 33rd Avenue-39th Avenue route should be selected for a Columbia River crossing, the ultimate development to make the route adequate for north and south travel would require the extension of the route as a freeway through East Portland to a connection with the Pacific Highway near the south city limits. The most feasible plan would be the purchase of a wide right of way through the residential district and the construction of a depressed freeway in an excavation which would allow the main east and west streets to be carried over the freeway. Such a development is possible although at least one short section of tunnel under the high ground lying to the south of S. E. Division Street would be necessary. The route would follow a line lying near but to the east of East 39th Avenue to a point near the south city limits of Portland. At this point the freeway would enter the Johnson Creek Valley and follow it to the west to a connection with the existing Pacific Highway (U. S. Route 99E) with a traffic interchange at this connection. Such a route would adequately serve through north and south traffic, but would attract only a relatively small percentage of the local traffic originating in Vancouver and destined for downtown Portland.

The estimated cost of the freeway section from Sullivan Gulch to a connection with the Pacific Highway (McLaughlin Boulevard) at S. E. Tacoma Street is as follows:

Grading and Tunnels	$2,427,000
Structures	3,725,000
Surfacing	684,000
Engineering and Contingencies	684,000
Total Construction Cost	$7,520,000
Right of Way	7,300,000
Total	$14,820,000

The total estimated cost for the Oregon approaches on the 33rd Avenue-39th Avenue route would be the sum of the costs of the two sections described above:

Grading and Tunnels	$4,442,000
Structures	6,978,000
Surfacing	1,110,000
Engineering and Contingencies	1,254,000
Total Construction Cost	$13,784,000
Right of Way	13,000,000
Total	$26,784,000

3. Washington Approach: -

After crossing the main structure spanning the Columbia River on the extension of Portland's N. E. 33rd Avenue, the route continues northerly on an earth fill, crosses the S. P. & S. Railroad with a 135 ft. "T" beam bridge and joins Route No. 1 with a traffic interchange at the intersection with PSH #8 (U. S. 830). The estimated cost of the "T" beam bridge over the S. P. & S. Railroad is $160,000. From this point northerly to the Sara Road where it joins existing Primary State Highway No. 1, U. S. 99, this route is the same as Route No. 1 described above. From the Sara Road northerly to the junction with Route No. 5, this route follows the alignment of Existing Primary State Highway No. 1 (U. S. 99).

The estimated cost of the proposed route from the east end of the Columbia River Bridge to the Junction with Route No. 5 north of Woodland is as follows: -

Construction	$10,695,798
Right of Way	2,589,033
Total	$13,284,831

For complete estimates see Tables IV, V and VI.

The total composite estimate of the cost of Route No. 2 including the Columbia River Bridge, the Oregon approach and the Washington approach is $49,563,831.

ROUTE NO. 3 — INTERSTATE BRIDGE ROUTE

1. Proposed Bridge:-

On this route across the Columbia River a low level bridge with a lift span is proposed on a location parallel to and 83 feet downstream from the existing Interstate Bridge. A sketch of the elevation and section is shown in Fig. VI.

The structure over the main channel of the River will consist of twelve fixed steel spans and one steel lift span on concrete piers, and two concrete "T" beam approaches. The fixed spans and the lift span when lowered will have a clearance of 39 feet above low water elevation +1.4. The lift span will have a clearance of 250 feet horizontally and 175 feet vertically above low water elevation when raised.

The dimensions between the concrete piers correspond to the distances center to center of piers in the existing bridge with the exception of the end spans. The length of bridge across the main channel of the river is 3,587 feet. The roadway width is 40 feet between curbs. This will provide three 12 foot lanes with a 2 ft. clearance adjacent to the curbs. The estimated cost of the bridge across the main channel is $6,445,000. (For comparison of Statistical data see Table IV).

By the construction of such a parallel bridge, the operation of the lift span can be handled by the same crew that operates the existing lift bridge from the existing control tower. So the cost of operation of the two spans would not exceed that of the existing bridge.

The only additional cost over that of a fixed span bridge would, therefore, be the maintenance cost of $3,500 per year, chargeable to the movable features of the lift span.

Because of the better appearance and coordination of the two low level structures, the more satisfactory connections with existing and proposed facilities by the low level design and the small extra maintenance cost involved, consideration of a high level fixed span was dropped.

Because of its proximity to the existing structure, the proposed bridge is designed for one-way traffic.

Under this plan the existing bridge would also carry 3 lanes of traffic moving in the opposite direction. This would increase the practical working capacity on the existing bridge for the direction of major flow from 1,995 vehicles per hour for the two-lanes to 3,495 vehicles per hour for the three-lanes or an increase of 75%. For the direction of minor flow it would increase from 1,630 to 2,860. The practical working capacity of the two structures will, therefore, be 6,355 vehicles per hour, or an average daily traffic of 73,550 vehicles per day as shown under the heading "Practical Capacity and Peak Volumes." In case of necessity the practical working capacity of the two structures could be increased to about 7,250 vehicles per hour by increasing the through lanes in each direction to four lanes in each direction with a minimum lane width of 9.5 feet as at present. The construction of the parallel bridge on this route will reduce the average daily traffic load on the existing bridge by 50% (See Table VII). From the standpoint of relieving congestion on the existing bridge the parallel bridge is the most efficient.

2. Oregon Approaches: -

The Interstate Bridge Route with a duplicate structure 83 feet downstream and parallel with the existing bridge is considered with two alternate routes for the Oregon approach. The two routes would be common from the south end of the bridge to a point approximately 1,000 feet north of the existing Columbia Slough Bridge. From this point the first alternate would follow the present route on Interstate Avenue to a connection with the present Harbor Drive construction at the intersection of N. E. Tillamook Street and Interstate Avenue. The second alternate would swing to the west and follow a new route across North Portland to a connection with Harbor Drive at the same point as the connection made by the Interstate Avenue alternate.

(a) Interstate Avenue Alternate Route

The proposed Columbia River Bridge will end at the same point as the present bridge. The Oregon approach will be on embankment parallel to the present highway to Oregon Slough which will be crossed on a viaduct parallel to and having the same span lengths as the viaduct on the existing highway as shown in Fig. VI. At the south end of the Oregon Slough a revision of the present interchange would permit routing of traffic to Union Avenue (U. S. Route 99E), Denver Avenue (U. S. Route 99W) or to Swift Secondary Highway leading to the stockyards and to St. Johns. This section of the Oregon approach is an absolutely necessary part of the Columbia River crossing project.

The estimated cost of this section from the south end of the bridge to the traffic interchange at the south end of the Oregon Slough structure is as follows:

Grading	$ 35,000
Structures	1,091,000
Surfacing	29,000
Engineering and Contingencies	115,000
Total Construction Cost	$1,270,000
Right of Way	50,000
Total	$1,320,000

The major part of the transriver traffic originates in or is destined for downtown Portland and will follow Denver Avenue (U. S. Route 99W). The present Interstate Route is not adequate to carry the expected traffic. Because of property values and local traffic conditions the most feasible means of making the route adequate is the construction of an elevated throughway leaving the present Interstate Avenue surface intact for local use.

The route from the traffic interchange southerly follows the west side of the present highway crossing Columbia Slough, Columbia Boulevard and the railroad tracks on viaducts parallel to the present structures. South of Columbia Boulevard the highway would be carried on an elevated viaduct leaving the existing street surface for local traffic use. The viaduct would span all east and west streets avoiding all interference with cross-town traffic; this viaduct would follow the present Interstate Avenue route to a connection with Harbor Drive at N. W. Tillamook Street.

The estimated cost of the section from the traffic interchange at the south end of the Oregon Slough Bridge to the connection with Harbor Drive is as follows:

Grading	$ 157,000
Structures	8,218,000
Surfacing	135,000
Engineering and Contingencies	851,000
Total Construction Cost	$9,361,000
Right of Way	1,451,000
Total	$10,812,000

The total cost of the Oregon approach on the Interstate Avenue Alternate Route is the sum of the two sections described above and is as follows:

Grading	$ 192,000
Structures	9,309,000

Surfacing	$ 164,000
Engineering and Contingencies	966,000
Total Construction Cost	$10,631,000
Right of Way	1,501,000
Total	$12,132,000

(b) Delaware Avenue Alternate Route

The route of this alternate would be the same as the Interstate Avenue Alternate Route to a point approximately 1,000 feet north of the Columbia Slough Bridge. A connection to the present traffic interchange at the south end of the Oregon Slough Bridge could be made. The estimated cost of this section from the south end of the river bridge to the traffic interchange at the south end of the Oregon Slough Bridge is as given above, namely:

Grading	$ 35,000
Structure	1,091,000
Surfacing	29,000
Engineering and Contingencies	115,000
Total Construction Cost	$1,270,000
Right of Way	50,000
Total	$1,320,000

From the traffic interchange to a point approximately 1,000 feet north of the Columbia Slough Bridge the route is the same as for the Interstate Avenue Alternate Route and described under that alternate. Approximately 1,000 feet north of Columbia Slough the Delaware route swings to the west, crosses Columbia Slough, Columbia Boulevard and the railroad tracks, and continues southerly on a line one half block west of and parallel to Delaware Avenue. The highway would be a depressed freeway built in an excavation that would permit the principal east and west streets to pass over the highway. This section would reach the bluff bordering the Willamette River at the foot of Alberta Street. The route would then follow along the bluff in a southeasterly direction to the intersection of North Gresley Avenue and Interstate Avenue where it would join the line proposed for the Interstate Avenue Alternate Route and be carried on an elevated viaduct to a connection with the Harbor Drive at N. E. Tillamook Street.

The estimated cost of this section from the interchange at the south end of the Oregon Slough Bridge to Harbor Drive is as follows:

Grading	$1,361,000
Structures	1,832,000
Surfacing	516,000
Engineering and Contingencies	371,000
Total Construction Cost	$4,080,000
Right of Way	3,950,000
Total	$8,030,000

The total cost of the Oregon approach on the Delaware Avenue Alternate Route is the sum of the two sections described above and is as follows:

Grading	$1,396,000
Structures	2,923,000
Surfacing	545,000
Engineering and Contingencies	486,000
Total Construction Cost	$5,350,000
Right of Way	4,000,000
Total	$9,350,000

3. Washington Approach:

From the North end of proposed Interstate bridge, the route extends northerly over the proposed freeway for Primary State Highway No. 1, U. S. 99 through Vancouver as shown in Fig. 22, making a connection with existing PSH #1 near the Yacolt Branch of the Northern Pacific Railroad about one mile north of the city limits of Vancouver. The plan of the connection to the Columbia River bridge is shown in Fig. 24. An Interchange with PSH #8 at 2nd Street and an Undercrossing of the main line of the S. P. & S. Ry. will be provided. The plan through the main portion of Vancouver consists essentially of a depressed street with the intersected city streets passing over the freeway. Interchanges are provided at East 10th Street; East 24th Street and East 39th Street, undercrossings without interchanges are provided at East 14th Street; East 29th Street; East 33rd Street, and at the Bonneville Power Administration Road. The existing Undercrossing with the Northern Pacific Railroad Company's Yacolt Branch will require widening to provide for a connection to existing PSH #1. From the intersection of the freeway with existing PSH #1 northerly to the intersection with Route #5 north of Woodland, the route follows the alignment of the existing highway. This route is on the Interstate Highway System.

The existing road, from the point where the proposed freeway intersects it, to the Sara Road is a 4-lane road but improvements are necessary

to bring it up to interstate system standards. From the Sara Road Junction northerly to the junction with Route #5, the existing road is a 2-lane road and will also require future improvement. Plans for the improvement of the portions of existing PSH #1 are not included in this report. These are on record in the Department of Highways. The estimate of the construction costs, however, is included in the detailed estimate tables numbers V and VI. The Alternate for Route #3 via N. Delaware Avenue affects the Oregon approach only. No change is involved in the Washington approach.

The estimated cost of the Washington approach from the north end of the bridge to the junction with Route #5 north of Woodland is as follows:

Construction	$7,359,058
Right of Way	3,927,783
Total	$11,286,841

The total composite estimate of the cost of Route No. 3 via Interstate Avenue, including the Columbia River Bridge, the Oregon approach and the Washington approach is $29,863,841. The corresponding total estimate for Route No. 3 Alternate via Delaware Avenue is $27,081,841.

ROUTE NO. 4 — TUNNEL ROUTE

1. Columbia River Crossing: -

One of the possible routes considered, consists of vehicular tubes underneath the Columbia River. The use of tubes introduces several complications not inherent in the consideration of other bridge crossing sites. It is not considered safe to allow loaded oil trucks or trucks loaded with explosives to use long vehicular tunnels, as a fire or an explosion could result in a major catastrophe. In view of this, tunnels would necessarily be operated in conjunction with the existing Interstate Bridge. If tubes were considered, they would necessarily be for traffic in both directions, and the existing bridge would continue to serve traffic in both directions, so that oil trucks or explosive trucks, either north or southbound could be routed over the existing bridge.

The most feasible route for a tube, under these conditions, would be in a location upstream from the existing bridge and as close as practical consideration would allow. A tube under the Columbia River would be built by precasting the sections and sinking them into place in a trench previously excavated in the river bottom. Approximately 300 feet of clearance from the existing bridge should be allowed for construction. The structure upon which estimates are based would consist of two tubes, one for northbound and one for southbound traffic. These tubes would provide a 26-foot roadway with a

2.5 foot refuge walk on one side of each tube. Allowance must be made for ventilating the tunnel. A section showing the proposed arrangement of roadway, sidewalk, and ventilation ducts is shown on the attached profile, Fig. 7.

The scope of this report does not permit a complete design of the structure from which accurate cost estimates could be made. There are, however, a number of comparable tubes in the United States for which costs are available. The average costs of similar tubes have been in the neighborhood of $3,720 per linear foot. The tube section to the point where open approaches can be used would be 5,050 feet in length. The estimated cost of the tube section is, therefore, as follows:

Tube cost 5,050 feet at $3,720 per foot	$18,786,000
Engineering and Contingencies	1,879,000
Cost for One Tube	$20,665,000
Total Cost for Two Tubes	$41,330,000

The above is the estimated cost for the tubes alone. To this would be added the same approach road costs as previously given for Route No. 3 and Route No. 3 Alternate, including both the Washington approach and either the Interstate Avenue Route or the Delaware Avenue Alternate. It will be noted that the cost for the tubes is far above the cost of any of the bridge crossings considered. Also, it would not be as satisfactory to traffic, as a mile-long tunnel does not meet with the approval of the traveling public where other alternates are available. The tube would require excessive operation costs in that lighting, ventilation, and policing would be continuously required. It would seem from every angle that the construction of tubes under the Columbia River should not be seriously considered.

2. & 3. For Oregon and Washington Approach See Route No. 3.

The total composite estimate of the cost of Route No. 4 including the River Tunnels, the Oregon Approach and the Washington Approach is $61,966,841.

ROUTE NO. 5 — ST. JOHNS ROUTE

1. Columbia River Crossing

Route No. 5, the most westerly of the routes investigated, would cross the Columbia River at a point immediately east or above the junction of the Willamette and Columbia Rivers. This is in the lower Vancouver harbor and navigation requirements are such that only a high level bridge would be acceptable. The clearances required are the same as at the Longview Bridge.

The structure assumed in the study has a 630-foot cantilever as the main span providing 196 feet of vertical clearance over a width of 450 feet. The structure is estimated on the basis of a four-lane roadway 56 feet in width between 5 foot sidewalks. The H20-S16 loading of the American Association of State Highway Officials was used.

The structure would have a total length of 7,678 feet and would be symmetrical about the river channel. There would be 850 feet of concrete viaduct, 2,254 feet of deck steel truss spans in each approach. The river main spans would consist of two 420 foot side spans and the 630 foot main span.

The foundations would be concrete piers on timber piles driven into the sand and gravel of the river bed. The estimated quantities and costs of the structure are as follows:

Excavation	57,200 Cu. Yds.	at	$25.00	$1,430,000
Foundation Piles	462,000 Lin. Ft.	at	0.40	184,800
Driving Piles	7,700 Pieces	at	40.00	308,000
Seal Concrete	20,000 Cu. Yds.	at	25.00	500,000
Pier Concrete	26,850 Cu. Yds.	at	35.00	939,700
Structural Conc.	23,660 Cu. Yds.	at	60.00	1,419,600
Metal Reinforcement	5,800,000 Lbs.	at	0.11	638,000
Structural Steel	32,844,000 Lbs.	at	0.22.5	7,389,900
Handrail	15,400 Lin. Ft.	at	10.00	154,000
				$12,964,000
Engineering and Contingencies				1,296,000
Total				$14,260,000

2. Oregon Approach

The St. Johns route is the most westerly of routes considered. The proposed crossing is immediately above the junction of the Willamette and Columbia Rivers. The requirements of navigation make a high-level bridge mandatory. This high grade line requires a long approach viaduct to reach a point where embankment heights are practical. The south approach viaduct would end approximately 1,100 feet south of the Columbia River bank. The alignment there is in a southerly direction across the low and swampy bottom ground to a point near the Oregon Shipbuilding Corporation shipyards in Northwest Portland. This section would be on embankment with no intersecting traffic problems. Through the industrial district the highway would undercross or overcross the important streets and the railroad lines serving the area. South of the industrial development the route would be on the edge of the bluff overlooking the Willamette River to a traffic interchange connecting

with the existing St. Johns Bridge over the Willamette River. After crossing this bridge a connection can be made to the Columbia River Highway, U. S. Route 30, at the west end of the bridge. The estimated cost of the Oregon approach from the Columbia River to the Columbia River Highway connection is as follows:

Grading	$ 900,000
Structures	710,000
Surfacing	425,000
Engineering and Contingencies	205,000
Total Construction Cost	$2,240,000
Right of Way	530,000
Total	$2,770,000

The present route of the Columbia River Highway from the St. Johns Bridge into downtown Portland is over city streets which are narrow and congested with present traffic. It is not acceptable as a routing for an interstate highway such as U. S. Route 99. The adoption of this general route would require expensive construction through the North Portland industrial district to a connection with the present Harbor Drive route at the west end of the Steel Bridge at Front and Glisan Streets in Portland. This would require an elevated viaduct from a point south of the Portland Gas and Coke Company plant to the undercrossing of the railroads at the west end of the Steel Bridge. This viaduct would carry the bridge traffic on the upper level and leave the existing streets available to local traffic. Studies were also made of a depressed freeway with grade separations of existing streets but the right-of-way costs make such a plan impractical.

The estimated cost of the section from the west end of the St. Johns Bridge over the Willamette River to a connection with Harbor Drive at the west end of the Steel Bridge is as follows:

Grading	$ 130,000
Structures	13,435,000
Surfacing	90,000
Engineering and Contingencies	1,365,000
Total Construction Cost	$15,020,000
Right of Way	400,000
Total	$15,420,000

The total cost of the Oregon approach would be the sum of the two sections discussed above, or as follows:

Grading	$ 1,030,000
Structures	14,145,000
Surfacing	515,000
Engineering and Contingencies	1,570,000
Total Construction Cost	$17,260,000
Right of Way	930,000
Total	$18,190,000

3. Washington Approach: -

From the proposed crossing of the Columbia River about 3,700 feet above the mouth of the Willamette, this route extends northerly, approximately along the 122° 45' Meridian of West Longitude to the proposed crossing of the Lewis River about 3 miles south of Woodland. From this point the route parallels the N. P. Ry. Company's tracks to a proposed Interchange, and a connection to existing PSH #1 about 3.5 miles north of Woodland.

The proposed route crosses Lake River near the south limits of Ridgefield, with a draw span and parallels the N. P. Ry. An Interchange is planned near the North end of the bridge with an overcrossing over the N. P. to connect into Ridgefield. The route crosses the Lewis River with a draw span about 300 feet downstream from the N. P. Ry. Bridge. Beyond the Lewis River the route parallels the N. P. Ry. through the diked area and through Woodland until it curves easterly to cross the tracks for the connection to PSH #1.

Although this route has merit from the standpoint of the development of the Industrial Areas, by reference to Table No. VII it will be noted that it will take only about 12% of the traffic from the existing interstate bridge and, therefore, would not serve to reduce the traffic congestion on it.

The total cost of the Washington approach from the North end of the Columbia River Crossing to a junction with PSH #1 (U. S. 99) about 3.5 miles north of Woodland is as follows:

Construction	$15,442,230
Right of Way	860,000
Total	$16,302,230

The total composite estimate of the cost of Route No. 5, including the Columbia River Bridge, the Oregon approach and the Washington approach is $48,752,230.

Vicinity Maps

TABLE IV

RECONNAISANCE ESTIMATES — COLUMBIA RIVER BRIDGES

Route No.	Location	Length	No. of Lanes	Type	Navigation Channel Clearance — Feet Hor.	Vert.	Estimated Cost Col. Riv. X'ing (inc. E & C)
1	82nd Ave. Extension	5436.75	4	Fixed	320	160	$7,957,000
1	82nd Ave. Extension (Alt.)	5290.00	4	Lift	250	68-160	8,159,000
2	39th Ave. Extension	5571.5	4	Fixed	320	160	9,495,000
2	39th Ave. Extension (Alt.)	4702.5	4	Lift	250	39-160	9,064,000
3	83' Downstream from Ex. Br.	4830.5	3	Lift	250	39-160	6,445,000
4	300' Upstream from Ex. Br.	5050.0	4	Twin Tunnels			41,330,000
5	St. Johns Crossing	7678.0	4	Fixed	450	196	14,260,000

TABLE V

RECONNAISSANCE ESTIMATES — OREGON APPROACHES

Item	Location	Length Miles	Grading & Tunnels	Structures	Paving & Surfacing	Engine Contin
I	Route No. 1 — via 82nd Street:					
	(a) Oregon City to Sullivan Gulch Br.	12.3	2,638,000	4,836,000	1,295,000	
	(b) Sullivan Gulch to Columbia River Bridge	4.2	3,355,000	930,000	400,000	
	Total Route No. 1	16.5	5,993,000	5,766,000	1,695,000	1,
II	Route No. 2 — via 39th Ave.:					
	(a) McLaughlin Blvd. at S. E. Tacoma Street to Sullivan Gulch	5.6	2,427,000	3,725,000	684,000	
	(b) Sullivan Gulch to Columbia River Bridge	5.6	2,015,000	3,253,000	426,000	
	Total Route No. 2	11.2	4,442,000	6,978,000	1,110,000	1,
III	Route No. 3 — Interstate Br. Route - via Interstate Ave.:					
	(a) Harbor Drive to Oregon Slough Bridge	4.36	157,000	8,218,000	135,000	
	(b) Oregon Slough Br. to Columbia River Bridge	0.24	35,000	1,091,000	29,000	
	Total Route No. 3 via Interstate	4.60	192,000	9,309,000	164,000	
IV	Route No. 3 — Interstate Br. Route — via N. Delaware Ave.:					
	(a) Harbor Drive to Oregon Slough Br.	4.40	1,361,000	1,832,000	516,000	
	(b) Oregon Slough Bridge to Columbia River Bridge	0.24	35,000	1,091,000	29,000	
	Total Route No. 3 via Delaware Ave.	4.64	1,396,000	2,923,000	545,000	
V	Route No. 4 — River Tunnel Route:					
	(a) Interstate Ave. Approach	4.60	192,000	9,309,000	164,000	
	(b) Alternate Delaware Ave. Approach	4.64	1,396,000	2,923,000	545,000	
VI	Route No. 5 — via St. Johns:					
	(a) Harbor Drive to St. Johns Bridge	6.45	130,000	13,435,000	90,000	1
	(b) St. Johns Bridge to Columbia River Bridge	4.00	900,000	710,000	425,000	
	Total Route No. 5	10.45	1,030,000	14,145,000	515,000	1

TABLE V

E ESTIMATES — OREGON APPROACHES

Grading & Tunnels	Structures	Paving & Surfacing	Engineering & Contingencies	Sub-Total Constr. Costs	Right of way	Total Cost
,638,000	4,836,000	1,295,000	877,000	9,646,000	6,306,000	15,952,000
355,000	930,000	400,000	468,000	5,153,000	1,788,000	6,941,000
,993,000	5,766,000	1,695,000	1,345,000	14,799,000	8,094,000	22,893,000
2,427,000	3,725,000	684,000	684,000	7,520,000	7,300,000	14,820,000
2,015,000	3,253,000	426,000	570,000	6,264,000	5,700,000	11,964,000
4,442,000	6,978,000	1,110,000	1,254,000	13,784,000	13,000,000	26,784,000
157,000	8,218,000	135,000	851,000	9,361,000	1,451,000	10,812,000
35,000	1,091,000	29,000	115,000	1,270,000	50,000	1,320,000
192,000	9,309,000	164,000	966,000	10,631,000	1,501,000	12,132,000
1,361,000	1,832,000	516,000	371,000	4,080,000	3,950,000	8,030,000
35,000	1,091,000	29,000	115,000	1,270,000	50,000	1,320,000
1,396,000	2,923,000	545,000	486,000	5,350,000	4,000,000	9,350,000
192,000	9,309,000	164,000	966,000	10,631,000	1,501,000	12,132,000
1,396,000	2,923,000	545,000	486,000	5,350,000	4,000,000	9,350,000
130,000	13,435,000	90,000	1,365,000	15,020,000	400,000	15,420,000
900,000	710,000	425,000	205,000	2,240,000	530,000	2,770,000
1,030,000	14,145,000	515,000	1,570,000	17,260,000	930,000	18,190,000

TABLE VI

RECONNAISSANCE ESTIMATES — WASHINGTON APPROAC

Item	Location	Length Miles	Grading & Tunnels	Structures	Paving & Surfacing	Enginee Continge
I	Route No. 1 — 82nd Ave. Extension:					
	(a) PSH #8 Columbia River Bridge to 39th Ave. Extension	2.722	490,451	1,000,500	407,738	189
	(b) 39th Ave. Extension - Columbia River Bridge to PSH #1 Sara Road Jct.	7.363	1,475,210	3,971,480	1,429,220	880
	(c) PSH #1 Sara Road Jct. to Woodland Vicinity	16.472	484,320	- - -	2,188,200	267
	Total Route No. 1	26.557	2,449,981	4,971,980	4,025,158	1,337
II	Route No. 2 — 39th Ave. Extension:					
	(a) Columbia River Br. to PSH #1 to Sara Road Jct.	7.363	1,475,210	3,971,480	1,429,220	880
	(b) PSH #1 Sara Road Jct. to Woodland Vicinity	16.472	484,320	- - -	2,188,200	267
	Total Route No. 2	23.835	1,959,530	3,971,480	3,617,420	1,147
III	Route No. 3 — Interstate Bridge Route — via Interstate Ave.:					
	(a) PSH #1 Interstate Bridge to Yacolt Branch Vicinity	3.206	937,000	1,635,000	660,000	325
	(b) PSH #1 Yacolt Br. Vic. to Sara Road Jct.	3.770	65,975	- - -	717,921	78
	(c) PSH #1 Sara Road Jct. to Woodland Vic.	16.472	484,320	- - -	2,188,200	267
	Total Route No. 3	23.448	1,487,295	1,635,000	3,566,121	670
IV	Route No. 3 — Alternate - Interstate Bridge Route via N. Delaware Ave.:					
	(a) Total (same as Route 3 Case III)	23.448	1,487,295	1,635,000	3,566,121	670
V	Route No. 4 — Columbia River Tunnel Route:					
	(a) Total (same as Route 3 Case III)	23.448	1,487,295	1,635,000	3,566,121	67
VI	Route No. 5 — St. Johns Route:					
	(a) Columbia River Bridge to Jct. PSH #1 Woodland Vic.	21.927	8,360,715	2,978,875	2,698,800	1,40
	Totals	21.297	8,360,715	2,978,875	2,698,800	1,40

TABLE VI

E ESTIMATES — WASHINGTON APPROACHES

rading Tunnels	Structures	Paving & Surfacing	Engineering & Contingencies	Sub-Total Constr. Costs	Right of way	Total Cost
490,451	1,000,500	407,738	189,869	2,088,558	181,000	2,269,558
475,210	3,971,480	1,429,220	880,116	7,756,026	1,925,250	9,681,276
484,320	- - -	2,188,200	267,252	2,939,772	663,783	3,603,555
,449,981	4,971,980	4,025,158	1,337,237	12,784,356	2,770,033	15,554,389
,475,210	3,971,480	1,429,220	880,116	7,756,026	1,925,250	9,681,276
484,320	- - -	2,188,200	267,252	2,939,772	663,783	3,603,555
,959,530	3,971,480	3,617,420	1,147,368	10,695,798	2,589,033	13,284,831
937,000	1,635,000	660,000	325,000	3,557,000	1,633,000	5,190,000
65,975	- - -	717,921	78,390	862,286	1,631,000	2,493,286
484,320	- - -	2,188,200	267,252	2,939,772	663,783	3,603,555
1,487,295	1,635,000	3,566,121	670,642	7,359,058	3,927,783	11,286,841
1,487,295	1,635,000	3,566,121	670,642	7,359,058	3,927,783	11,286,841
1,487,295	1,635,000	3,566,121	670,642	7,359,058	3,927,783	11,286,841
8,360,715	2,978,875	2,698,800	1,403,840	15,442,230	860,000	16,302,230
8,360,715	2,978,875	2,698,800	1,403,840	15,442,230	860,000	16,302,230

TABLE VII

RECONNAISSANCE COMPOSITE ESTIMATES

Item	Route #1 82nd Ave. Ext.	Route #2 39th Ave. Ext.	Route #3 — Interstate Br. Rt. Via Delaware Ave.	Via Interstate Ave.	Route #4 Riv. Tunnel Route	Route #5 St. John's Route
(1) Columbia Riv. Br. High level	7,957,000	9,495,000				14,260,000
(2) Columbia Riv. Br. Low level	8,159,000	9,064,000	6,445,000	6,445,000	41,330,000	- - - -
(3) Washington Approaches	15,554,389	13,284,831	11,286,841	11,286,841	11,286,841	16,302,230
(4) Oregon Approaches	22,893,000	26,784,000	9,350,000	12,132,000	9,350,000	18,190,000
Total	46,404,389	49,132,831	27,081,841	29,863,841	61,966,841	48,752,230
Total Alternate	46,606,389 (low level)	49,563,831 (high level)	- - - -	- - - -	- - - -	- - - -

DIVERTABLE AND GENERATED TRAFFIC

Table No. VIII contains the traffic analysis of the five different river crossings. In this analysis the existing Interstate Bridge was coupled with one of the other crossings studied with its appendant routes. From origin and destination studies, estimates were made of the number of vehicles which would be diverted from the existing bridge to each proposed crossing if it were built. In arriving at the values of diverted traffic certain features of highway economics were taken into consideration, such as time, mileage, convenience and directness of travel and scenic attractions. It will be noted that if Route No. 3 were improved to embody twin one-way bridges, the present volume would be distributed equally between the existing structure and the new parallel structure. In the other cases, however, the economic factors would govern the volume of traffic which would be diverted from the existing bridge to the new structure. The values and percentages developed from the origin and destinations studies are shown in this table.

The second portion of the table shows the projected traffic volumes into 1970 with the corresponding values and percentages of traffic which would be diverted in each case. The 1970 projection is based on a factor of increase of 1.56 of the 1950 values developed by the "1950 Review of Columbia River Crossings."

The third portion of the table shows the adjusted 1970 projected values to include generated traffic, that is the additional increment of volume which will be attracted to the new facility because of its increased efficiency and attractiveness. These values are based on a factor of Generation of 1.25 applied to the 1970 ADT figures.

TABLE VIII

COLUMBIA RIVER BRIDGE — TRAFFIC ANALYSIS

DIVERTED AND EXPECTED TRAFFIC

1950 ADT = 30747 V.P.D.

Route No.	Bridge	1950 ADT Diverted 1/ Pass. Cars	Com. Vehs.	Total	Percent	1970 ADT Diverted 2/ Pass. Cars	Com. Vehs.	Total	1970 Expected 3/ Pass. Cars	Com. Vehs.	Total
1	Ex. Interstate	22092	2549	24641	80.2	34464	3976	38440	43080	4970	48050
	82nd Ave. Ext.	5488	618	6106	19.8	8561	964	9525	10701	1205	11906
2	Ex. Interstate	17072	2078	19150	62.5	26633	3241	29874	33291	4051	37342
	39th Ave. Ext.	10508	1089	11574	37.5	16392	1699	18091	20490	2124	22614
3	Ex. Interstate	13790	1584	15374	50.	21513	2470	23983	26891	3088	29979
	Parallel Bridge	13790	1583	15374	50.	21512	2470	23982	26890	3087	29977
4	Ex. Interstate	13790	1584	15374	50.	21513	2470	23983	26891	3088	29978
	River Tunnel	13790	1583	15374	50.	21512	2470	23982	26890	3087	29978
5	Ex. Interstate	24298	2733	27031	87.8	37905	4263	42168	47381	5329	52710
	St. Johns	3282	434	3716	12.2	5120	677	5797	6400	846	7246

1/ Based on assignment of Zone — Zone, Zone-station or station-station volumes from 1946 Portland-Vancouver Origin and Destination Study.

2/ Based on Factor of Increase of 1.56 obtained from Washington Department of Highways 1950 "Review of Columbia River Crossings" Fig. 8 — year 2,000 maturity curve.

3/ Based on Factor of Generation of 1.25 applied to 1970 ADT — Diverted

DESIRE LINES OF TRAVEL

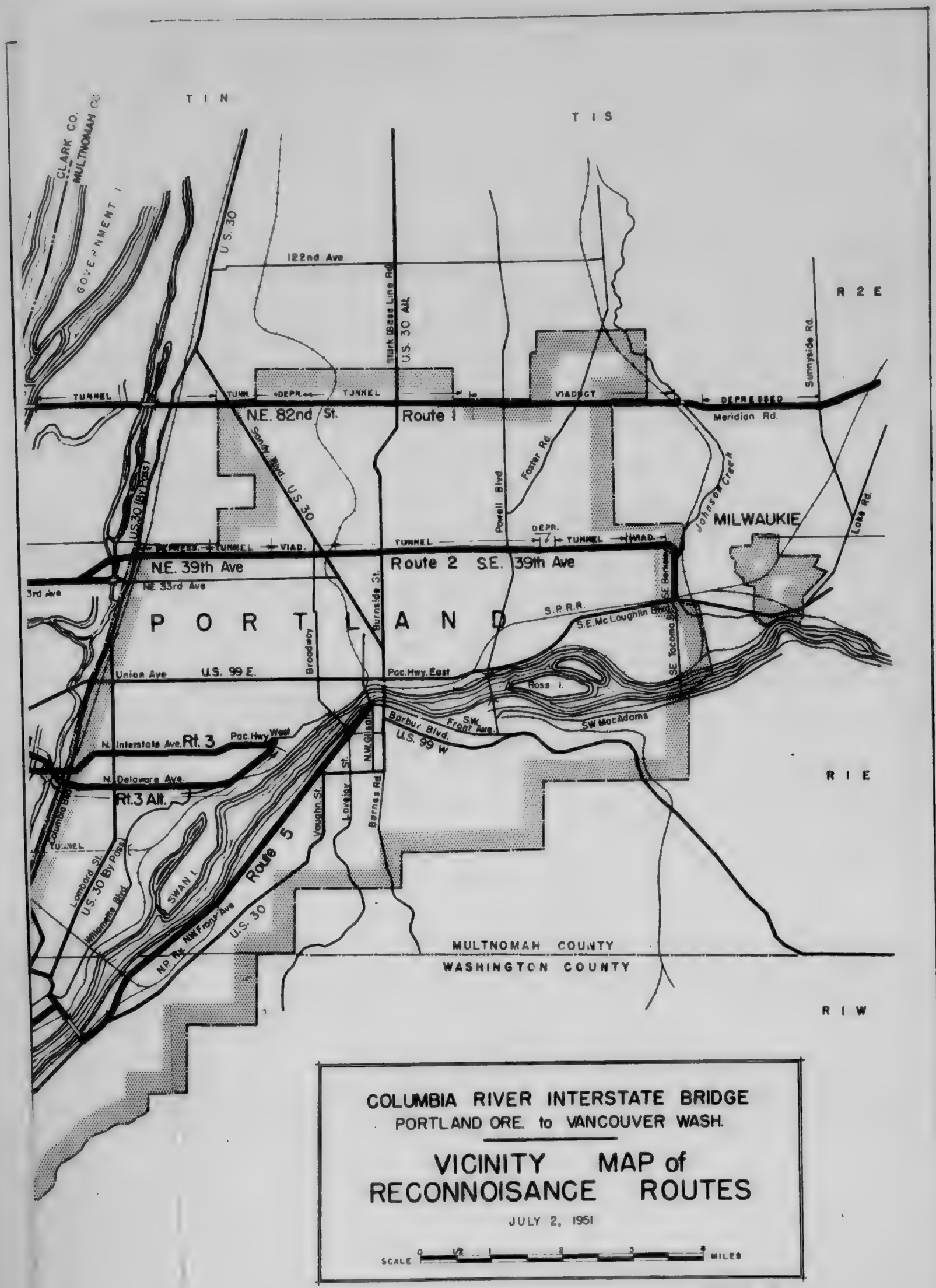
One of the important features of the origin and destination studies is the determination of the desire lines of travel. The reports referred to herein show that 85% of all the motor vehicle travel between Oregon and Washington which crosses the Columbia River is served by the existing Interstate Bridge; that about 51% of the trips on the Interstate Bridge is intercity travel between Portland and Vancouver, 34% is travel between adjacent counties and 15% is travel between other zones in Oregon and Washington or other states. The desire lines of travel, related to the five different crossings is clearly indicated by Table No. VII which also shows the divertable and generated traffic. These figures do not represent all the traffic that would use the arterial facility were it located at the crossing shown. The volumes shown do, however, represent the minimum traffic which could be expected to use an arterial facility located at the crossing shown, but which now passes over the Interstate Bridge. These figures, developed from the zone to zone, zone to station or station to station volumes from the 1946 Origin and Destination study on file in the Traffic Engineering Department of the Oregon State Highway Department established the fact that an arterial facility located at or near the existing Interstate Bridge would most effectively serve the desire lines of travel.

CONCLUSIONS

The traffic studies point to the conclusion that the present Interstate Bridge will satisfactorily carry the traffic until 1960, provided adequate connections are built on the Vancouver side. The traffic and economic studies indicate positively that the present site offers most feasible location for the building of the additional bridge when necessary. Therefore, it is recommended that a low-level lift bridge over the Columbia River, parallel and adjacent to the existing bridge, be built when traffic requires it and that proper connections on the Oregon side, as described under Alternate Route No. 3, be undertaken at the same time. Adequate connections to the Washington side of the present bridge by way of the Vancouver Freeway should be constructed as early as possible so that proper approach facilities may be available.

PORTLAND AND VICINITY

Fig. No. 1



COLUMBIA RIVER INTERSTATE BRIDGE
PORTLAND ORE. to VANCOUVER WASH.

VICINITY MAP of RECONNOISANCE ROUTES

JULY 2, 1951

SCALE 0 1/2 1 2 3 4 MILES

Figure II

T 3 N

T 2 N

S.S.H. 1-S

S.S.H. 1-U

S.S.H. 8-A

Maner Rd.

S.S.H. 1-S

End of
Routes 1 and 3

Route 1

TUNNEL

Route 3

P.S.H. No. 1

P.S.H. No. 1

Ex. P.S.H. No. 1

U.S. 99

VANCOUVER

P.S.H. No. 8 Alt.

P.S.H. No. 8 U.S. 830

To Camas

P.S.H. No. 8 U.S. 830

CLARK CO.

MULTNOMAH

COLUMBIA

NE 33rd Ave

Rt. 4

Sara Rd.

Salmon Creek

S.S.H. 1-T

GEE CREEK

VANCOUVER
Lake

NP-U.P.-G.N.Ry.

SHILLAPOO L.

HAYDEN L.

Existing Interstate Bridge

Columbia Blvd

Lombard St.

US 30

Route 5

Burgard St.

RAMSEY L.

WILLAMETTE Riv.

U.S. 30

T 5 N

T 4 N

S.S.H. I-S

N. FORK LEWIS RIVER

E. FORK LEWIS RIVER

S.S.H. I-S

Manor Rd.

Exist. P.S.H. No. 1

ENTERPRISE

S.S.H. I-T

GEE CREEK

S.S.H. I-T

RIDGEFIELD

WOODLAND

BATCHELORS I.

End of Route 8

WASHINGTON

OREGON

Exist. P.S.H. No. 1

Const. 7,520,000
R/W 7,300,000
Total $14,820,000

Mt Tabor

Const. 9,646,000
R/W 6,306,000
Total $15,952,000

CITY OF PORTLAND

SHOWING MAIN TRAFFIC ROUTES

0 5000 10000

SCALE IN FT.

Rev. 5-10-30

ST. JOHNS

Const.	17,260,000
R/W	930,000
Total	$18,190,000

DELAWARE

Const.	5,350,000
R/W	4,000,000
Total	$9,350,000

INTERSTATE

Const.	10,631,000
R/W	1,501,000
Total	$12,132,000

39TH-33RD

Const.	13,784,000
R/W	13,000,000
Total	$26.784.000

82ND

Const.	14.799,000
R/W	8,094.000
Total	$22,893.000

RECONNAISANCE MAP

Of

OREGON APPROACHES

Fig. 2A

LEGEND

Main Traffic Routes

State Highways.

Const. 7,520,000
R/W 7,300,000
Total $14,820,000

Council Crest

ROSS I.

HILLSDALE

MILWAUKIE

CITY

SHO

Const. 1,270,000
R/W 50,000
Total $1,320,000

$6445000

Tunnels $41,330,000

$9,495000

Const. 9,361,000
R/W 1,451,000
Total 10,812,000

Const. 4,080,000
R/W 3,950,000
Total $8,030,000

Const 15,020,000
R/W 400,000
Total $15,420,000

Const. 6,264,000
R/W 5,700,000
Total $11,964,000

Const. 7,520,000
R/W 7,300,000

ST. JOHNS

Const.	17,260,000
R/W	930,000
Total	$18,190,000

DELAWARE

Const 5,350,000

Const. 4,080,000
R/W 3,950,000
Total $8,030,000

Const. 9,361,000
R/W 1,451,000
Total 10,812,000

Const. 5,153,000
R/W 1,788,000
Total $6,941,000

Const. 6,264,000
R/W 5,700,000
Total $11,964,000

Const. 7,520,000
R/W 7,300,000
Total $14,820,000

Const. 9,646,000
R/W 6,306,000
Total $15,952,000

$9,49

$7,957,000

RIVER

TOMAHAWK I.

COLUMBIA

City Limits

SLOUGH

PENINSULA CANAL

SUNDERLAND AVE.

PORTLAND
COLUMBIA
AIRPORT

LEMMON I.

N.E. PORTLAND HIGHWAY

Delaware

Interstate

SWAN ISLAND

RIVER

SUNSET HIGHWAY

Council Crest

Sullivan Gulch

Mt Tabor

To Troutdale

To Gresham & Mt Hood

VANCOUVER
To Seattle
ALBANY
OREGON
HAYDEN
ISLAND
SLOUGH
COLUMBIA
RIVER
Tunnels $41,330,000
$6,445,000
$9,495,000
$7,957,000
Const. 1,270,000
R/W 50,000
Total $1,320,000
Const. 9,361,000
R/W 1,451,000
Total 10,812,000
Const. 4,080,000
R/W 3,950,000
Total $8,030,000
Const. 5,153,000
R/W 1,788,000
Total $6,941,000
Const. 6,264,000
PORTLAND
COLUMBIA
AIRPORT
LEMMON I
TOMAHAWK I
SWAN ISLAND
WILLAMETTE
Delaware
Interstate
City Limits
HIGHWAY

$14,260,000

Const. 2,240,000
R/W 530,000
Total $2,770,000

Const. 1,270,000
R/W 50,000
Total $1,320,000

Const. 4,080,000
R/W 3,950,000
Total $8,030,000

Const. 9,361,000
R/W 1,451,000
Total 10,812,000

$6,445,000

Tunnels $4,330,000

$9,493,000

Const. 6,264,000

Const.
R/W
Total

To Rainier & Astoria

WILLAMETTE ST.

COLUMBIA RIVER HIGHWAY

St. Johns

City Limits

OREGON SLOUGH

HAYDEN ISLAND

SWAN ISLAND

WILLAMETTE

COLUMBIA SLOUGH

COLUMBIA

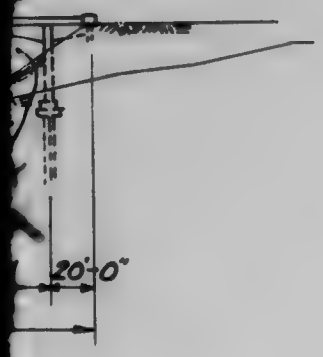
VANCOUVER

To Seattle HIGHWAY

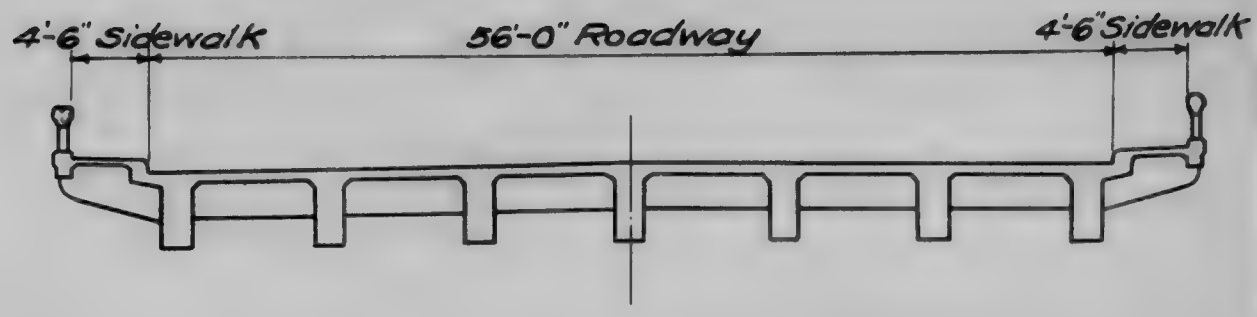
TOMAHAWK I.

PENINSULA CANAL

Delaware Interstate

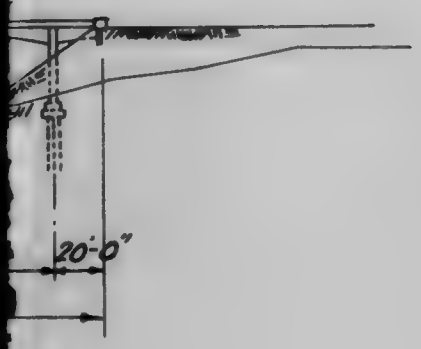


EGON



TYPICAL ROADWAY SECTION

4 LANE BRIDGE



COLUMBIA RIVER INTERSTATE BRIDGE

PORTLAND, ORE., TO VANCOUVER, WN.

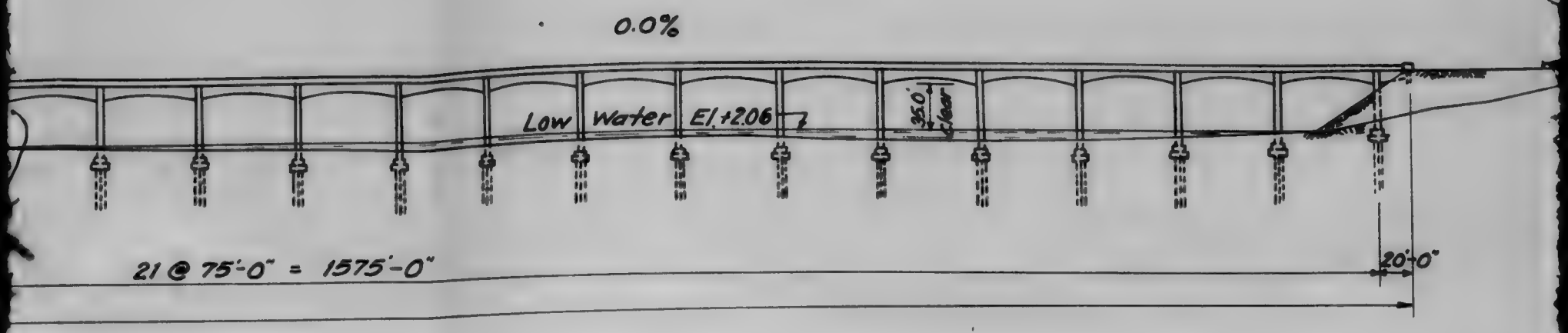
ROUTE No. 1 - 82nd St. EXTENSION

Bridge Elevation's & Sections

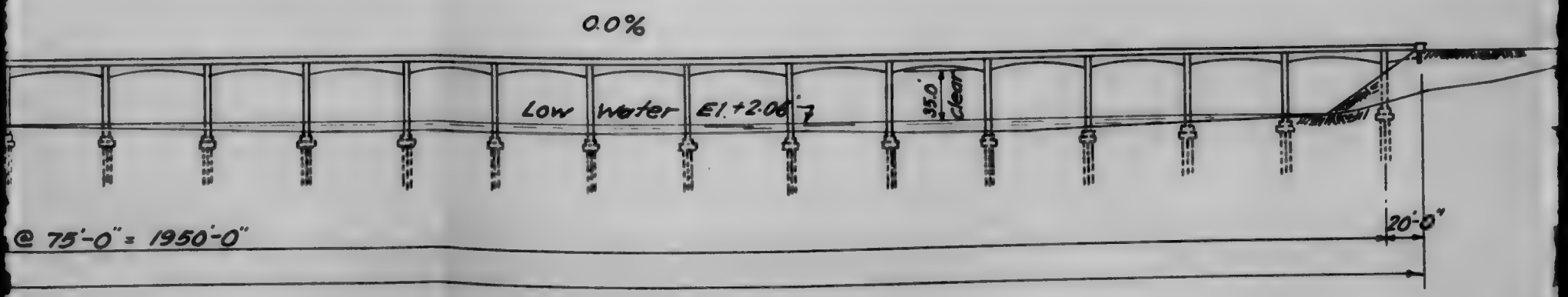
JULY 2, 1951

SCALE: 0 20 40 60 80 100 200 FEET

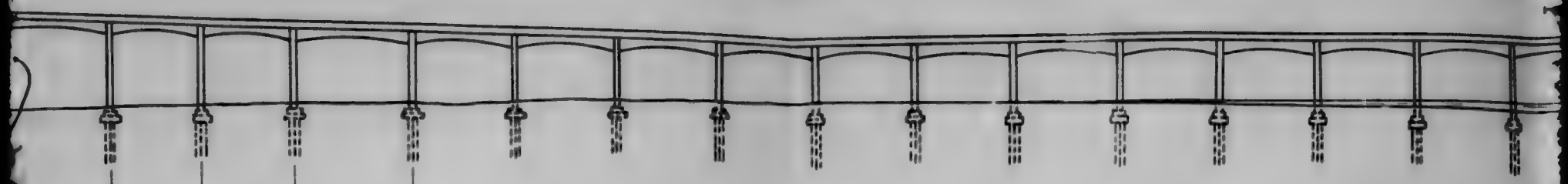
Fig. 5


0.0%
Low Water El. +2.06
350'-0" Clear
21 @ 75'-0" = 1575'-0"
20'-0"

OREGON


0.0%
Low Water El. +2.06
350'-0" Clear
@ 75'-0" = 1950'-0"
20'-0"

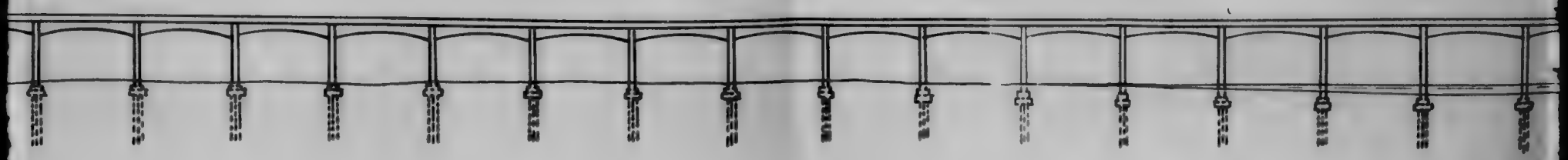
400' V.C.



90'-0" 70'-0" 70'-0" 90'-0"

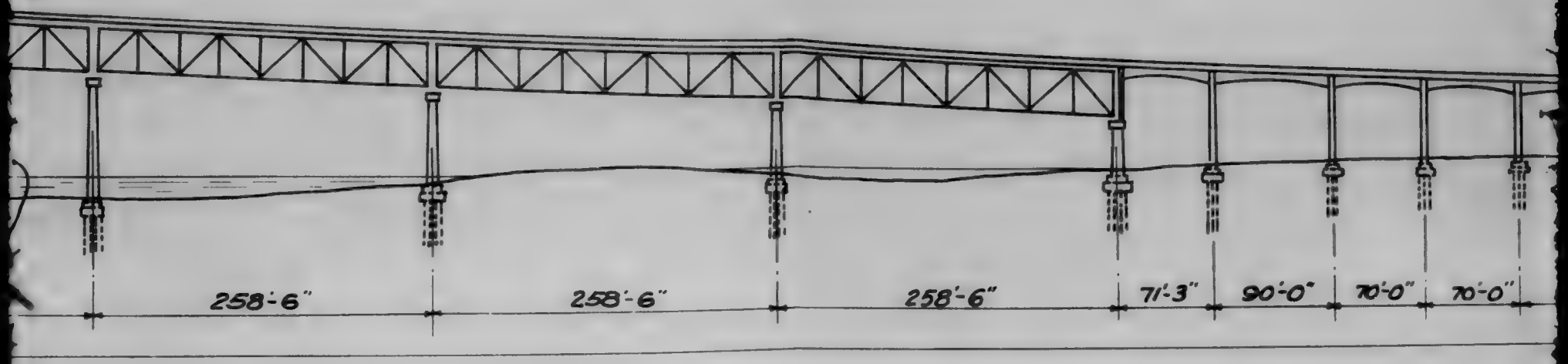
21 @ 75'-0" = 1575'-0"

400' V.C.

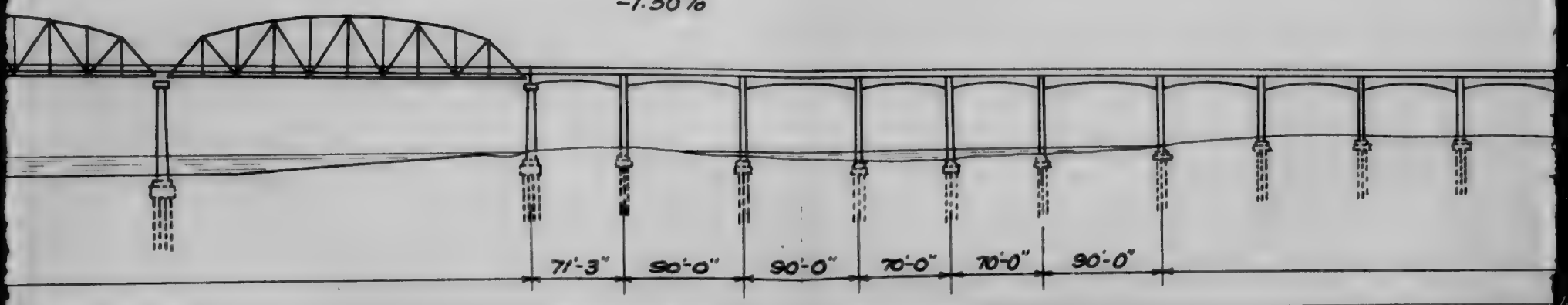


26 @ 75'-0" = 1950'-0"

%

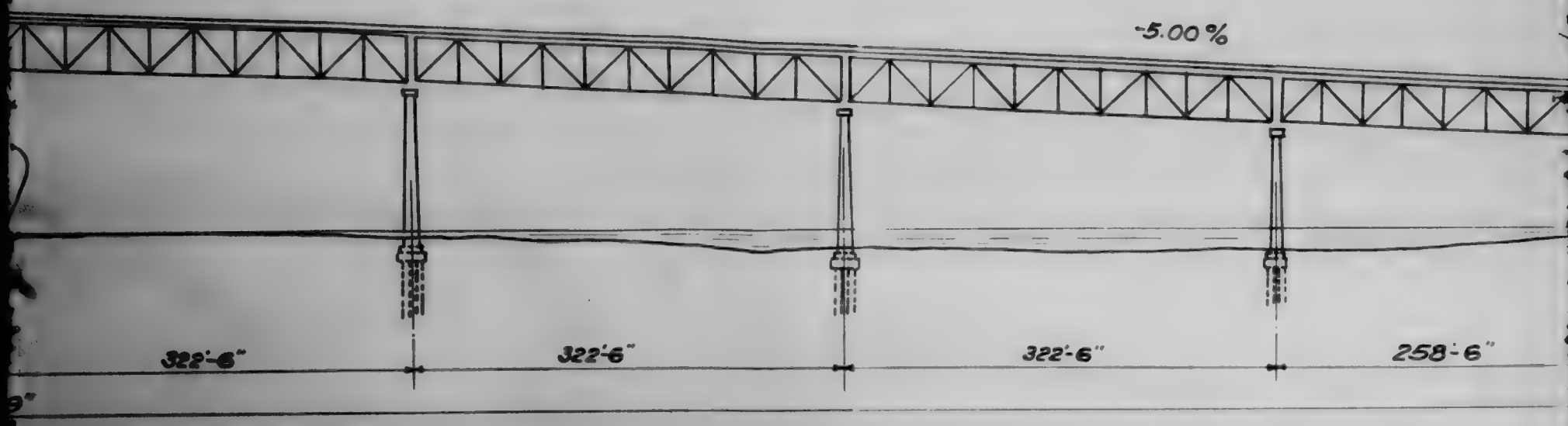


-1.50%



82 ND STREET

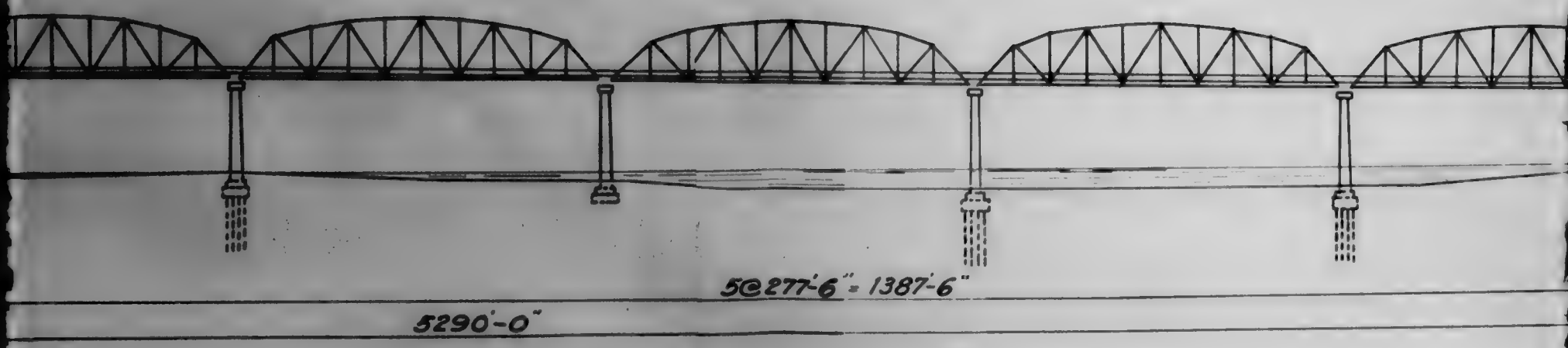
9,000



HIGH LEVEL BRIDGE AT 82 ND STREET

4 LANES

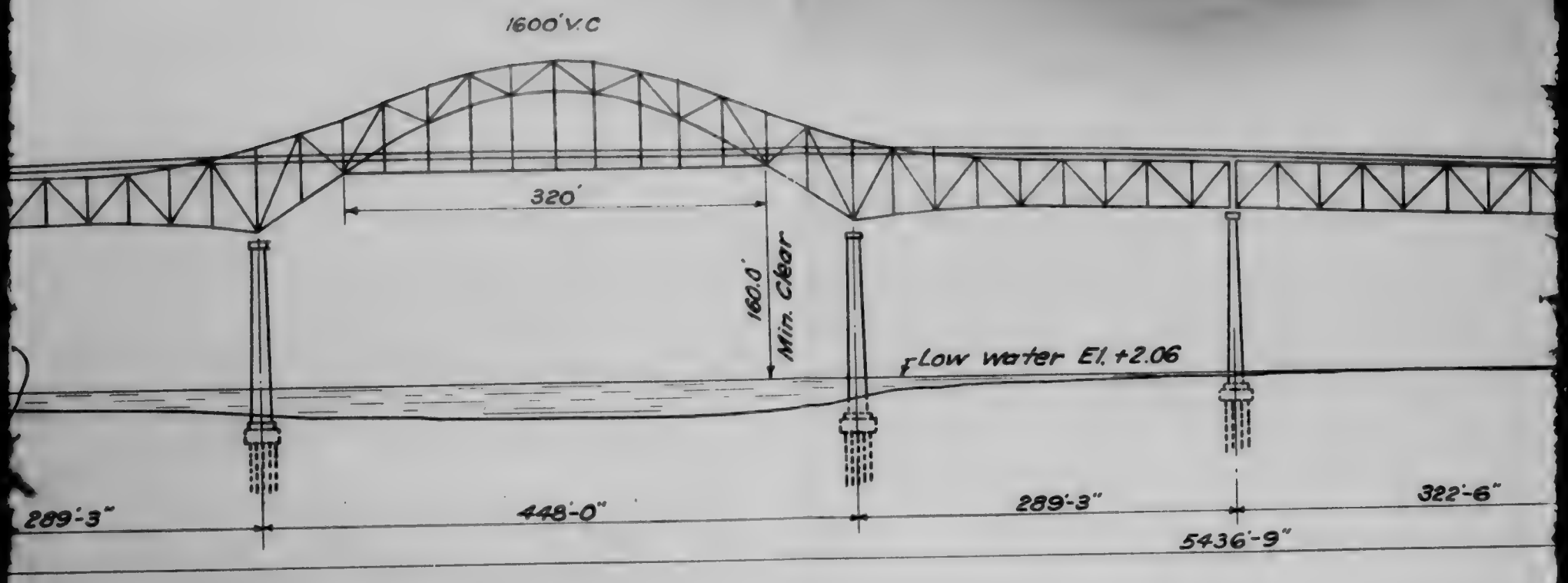
ESTIMATED COST = $7,957,000



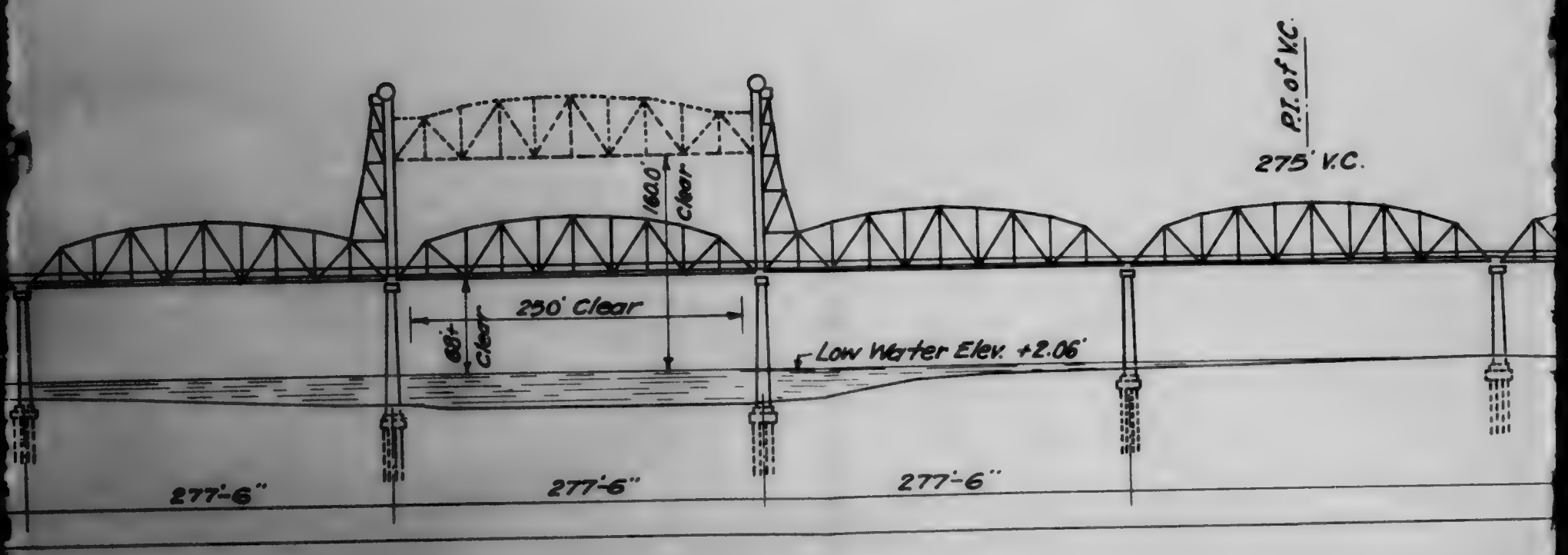
LOW LEVEL BRIDGE AT 82 ND STREET

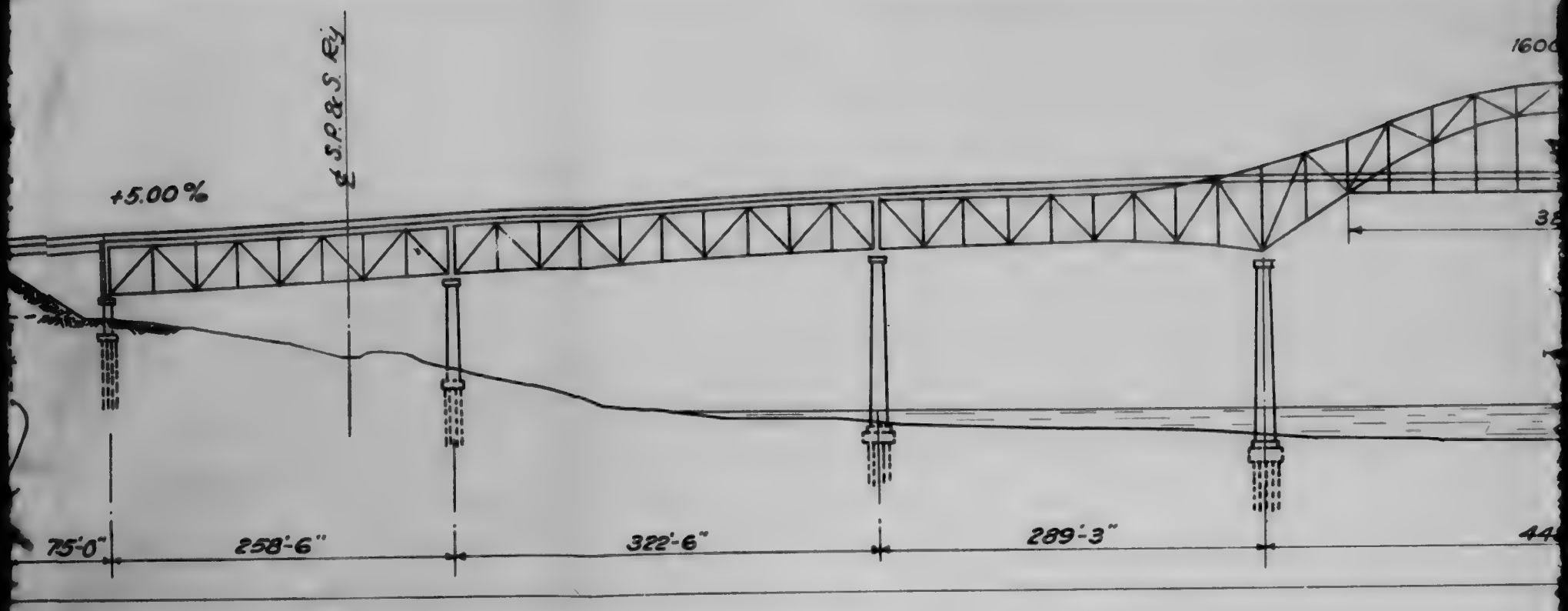
4 LANES

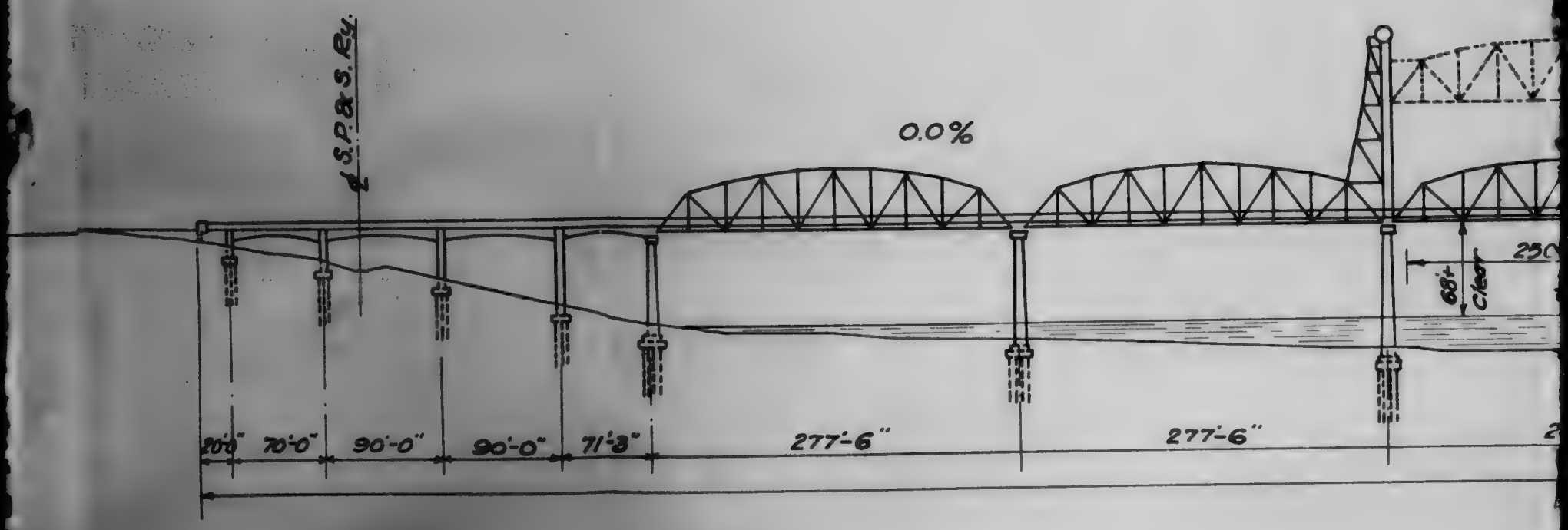
ESTIMATED COST = $8,159,000

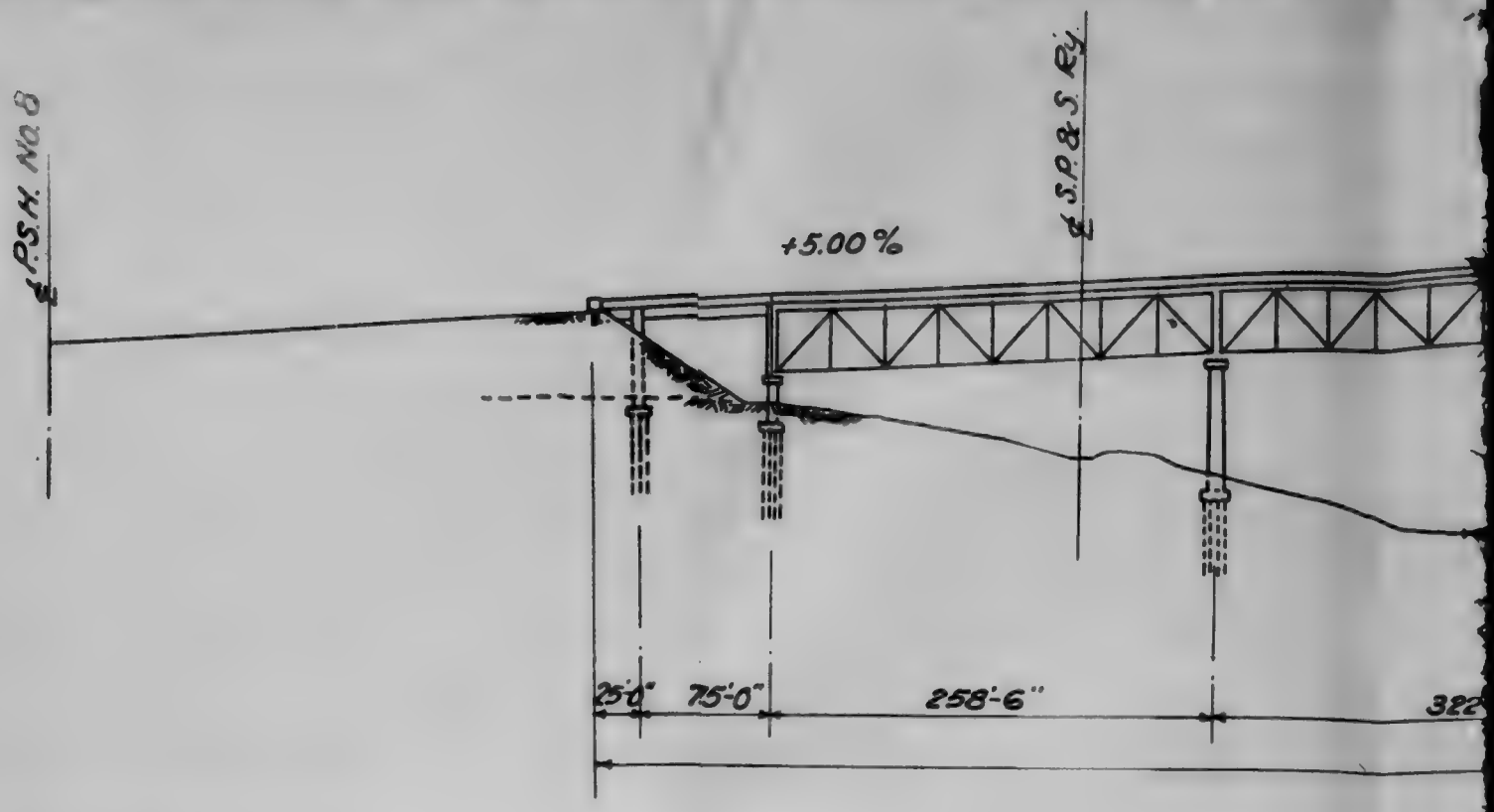

1600' V.C
320'
160.0'
Min. Clear
Low water El. +2.06
289'-3"
448'-0"
289'-3"
322'-6"
5436'-9"

HIGH

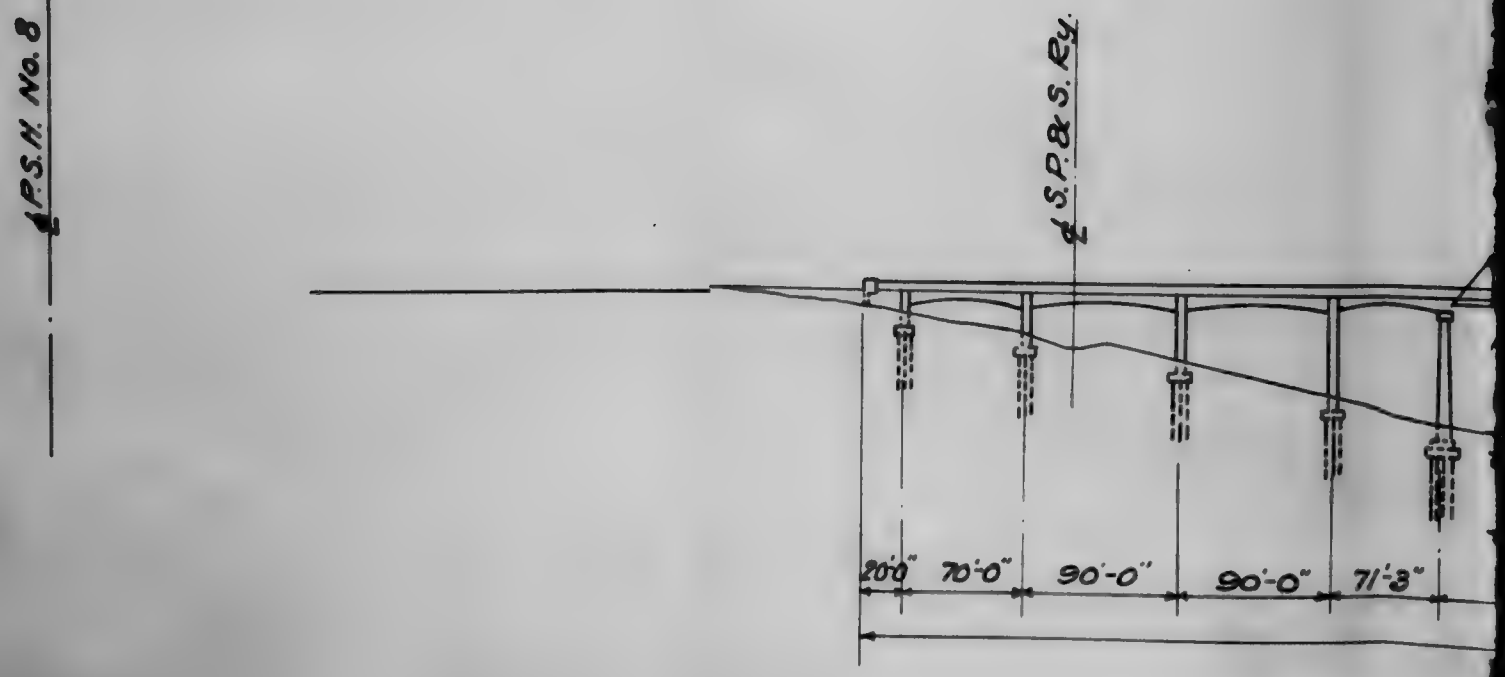

P.T. of V.C.
275' V.C.
160.0'
Clear
250' Clear
68'±
Clear
Low Water Elev. +2.06'
277'-6"
277'-6"
277'-6"

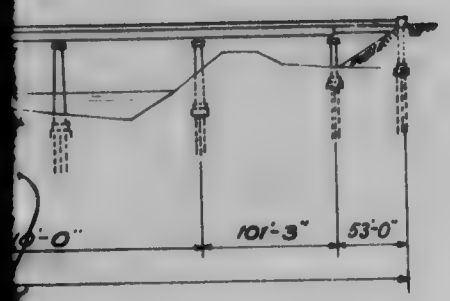

℄ S.P.&S. Ry.
+5.00%
75'-0"
258'-6"
322'-6"
289'-3"

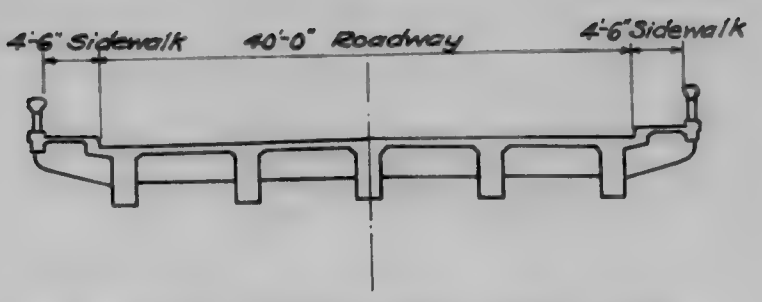

℄ S.P.&S. Ry.
0.0%
68'± Clear
200'
70'-0"
90'-0"
90'-0"
71'-3"
277'-6"
277'-6"


℄ P.S.H. No. 8
+5.00 %
℄ S.P.&S. Ry.
25'-0"
75'-0"
258'-6"

WASHINGTON

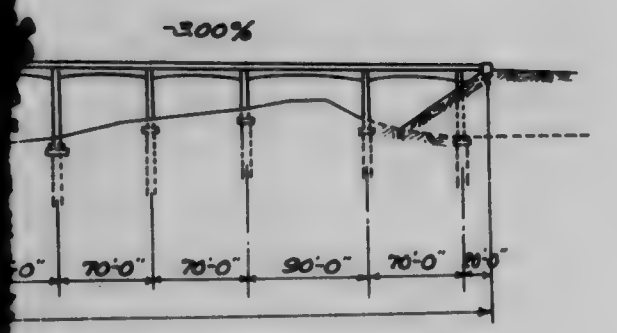

℄ P.S.H. No. 8
℄ S.P.&S. Ry.
20'-0"
70'-0"
90'-0"
90'-0"
71'-3"

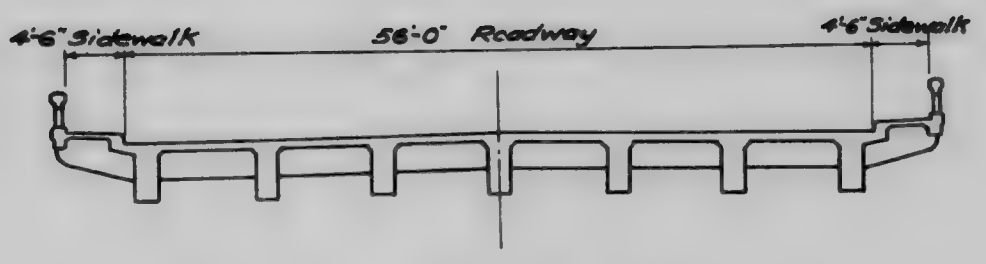




TYPICAL ROADWAY SECTION

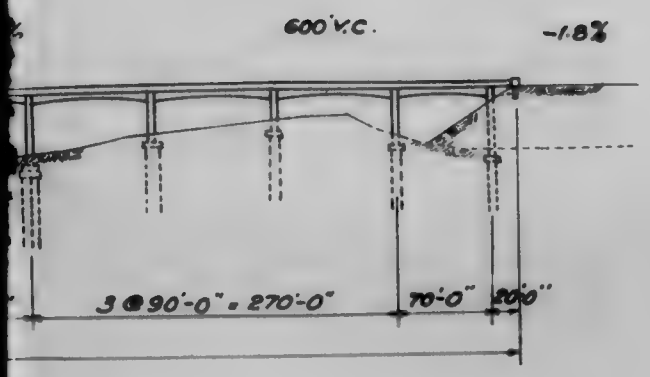
3 LANE BRIDGE





TYPICAL ROADWAY SECTION

4 LANE BRIDGE



COLUMBIA RIVER INTERSTATE BRIDGE

PORTLAND, ORE., TO VANCOUVER, WN.

ROUTE No. 2 - 39th Ave. EXTENSION

ROUTE No. 3 - INTERSTATE BRIDGE ROUTE

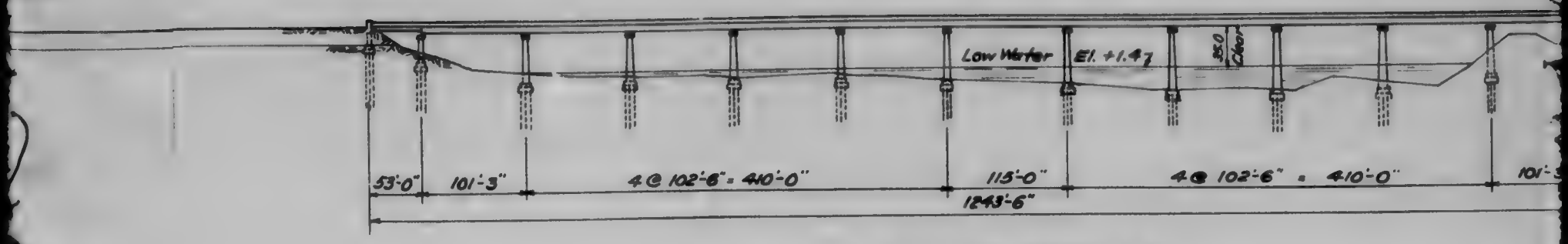
Bridge Elevation's & Section's

JULY 2, 1951

SCALE: 0 50 100 200 FEET

Fig. 6

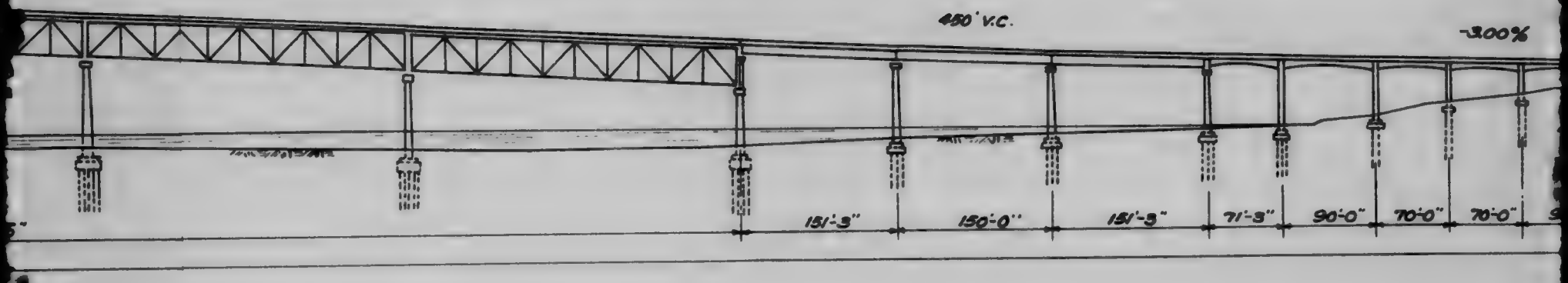
ON

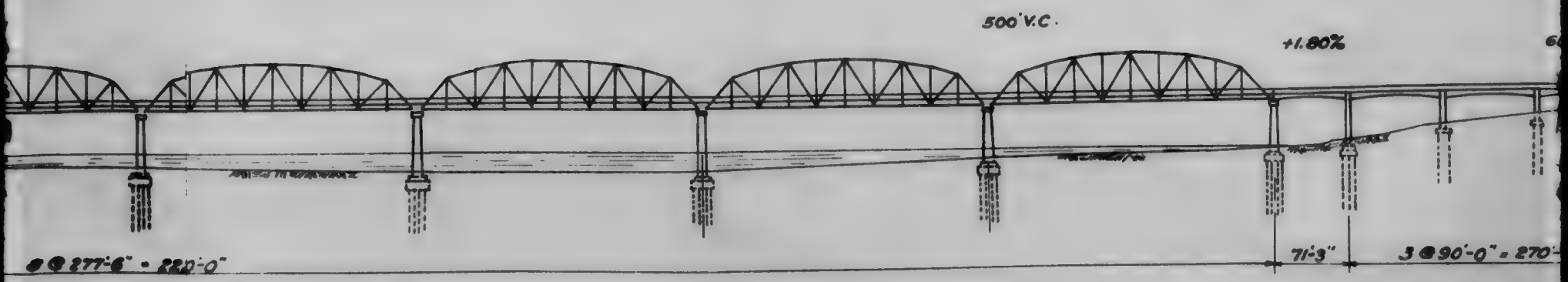


SLOUGH BRIDGE

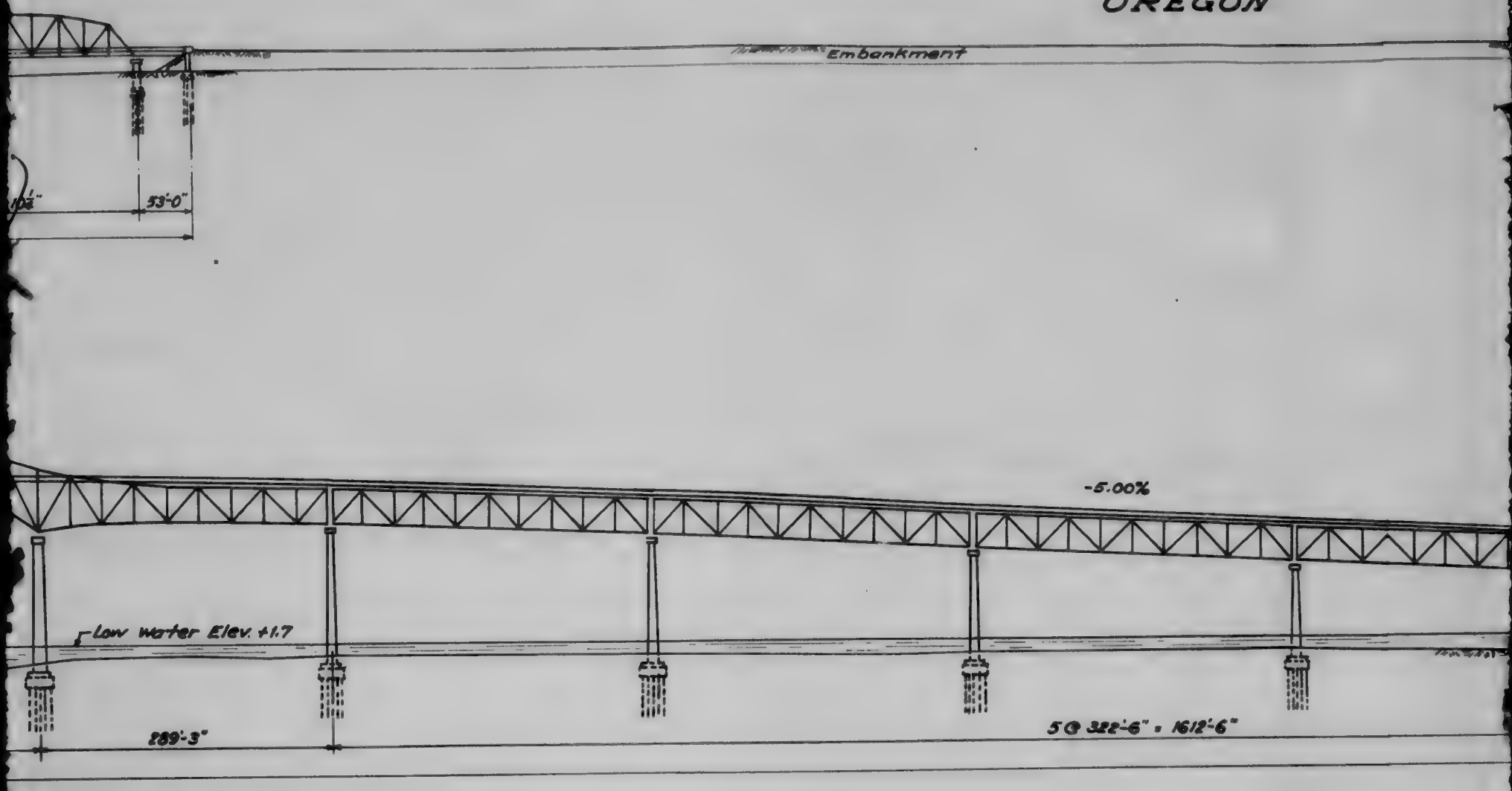
3 LANES

ESTIMATED COST = $1,155,000

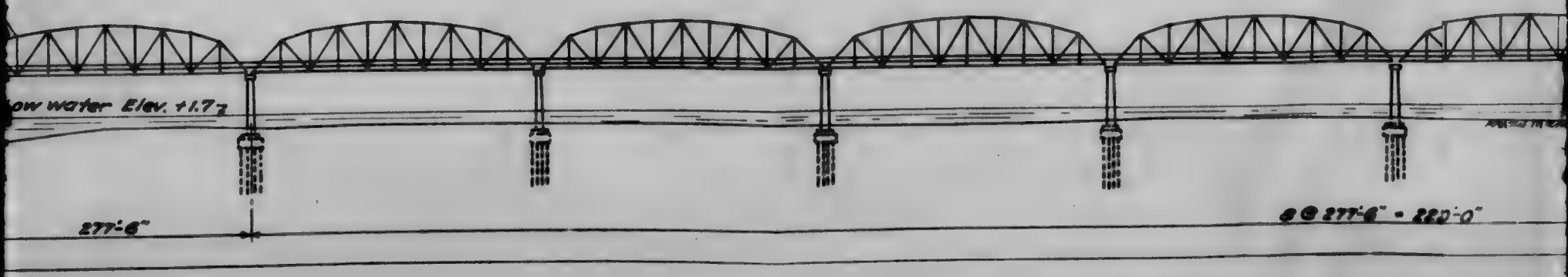




OREGON

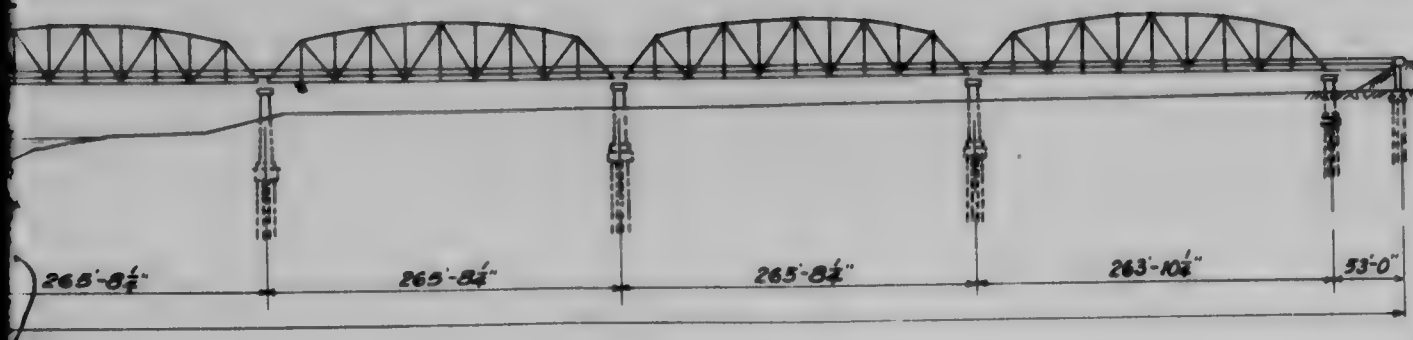


EXTENSION

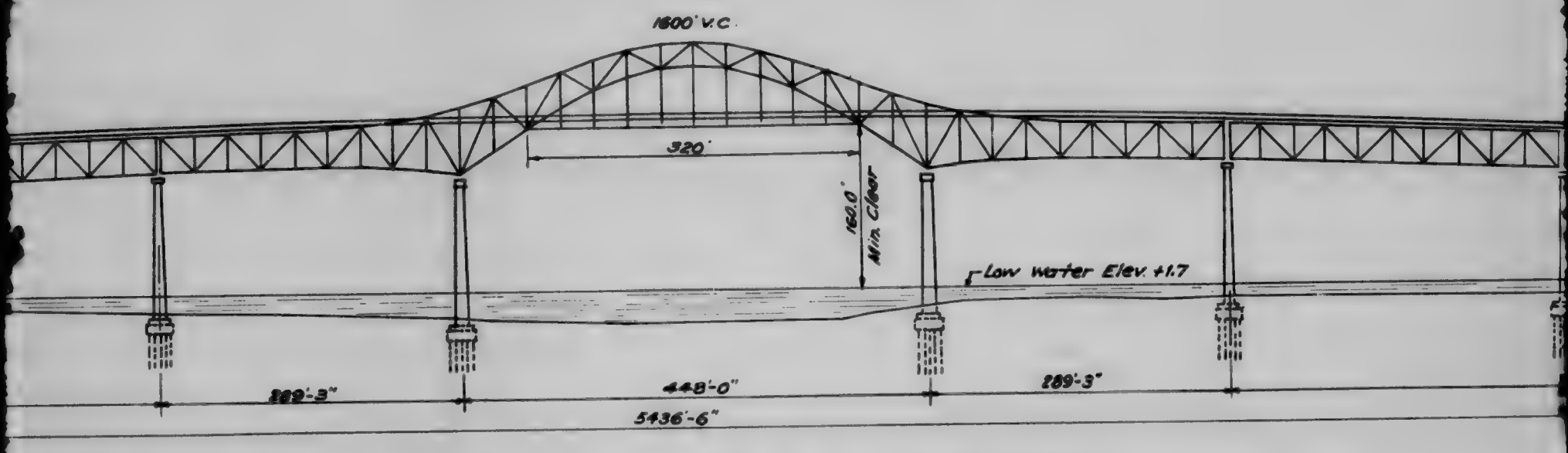


E. EXTENSION

000

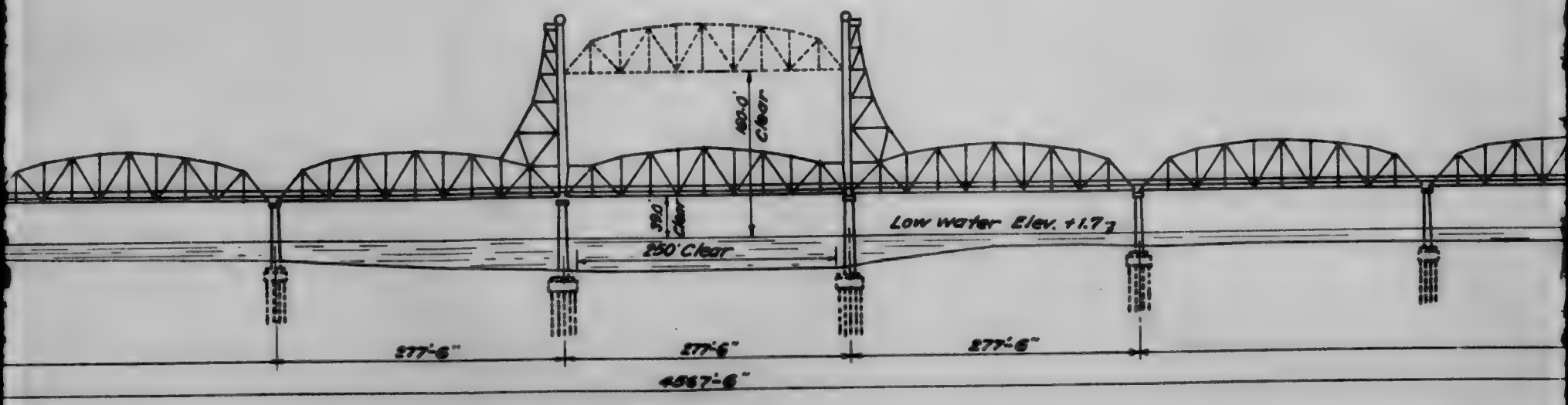


VER.



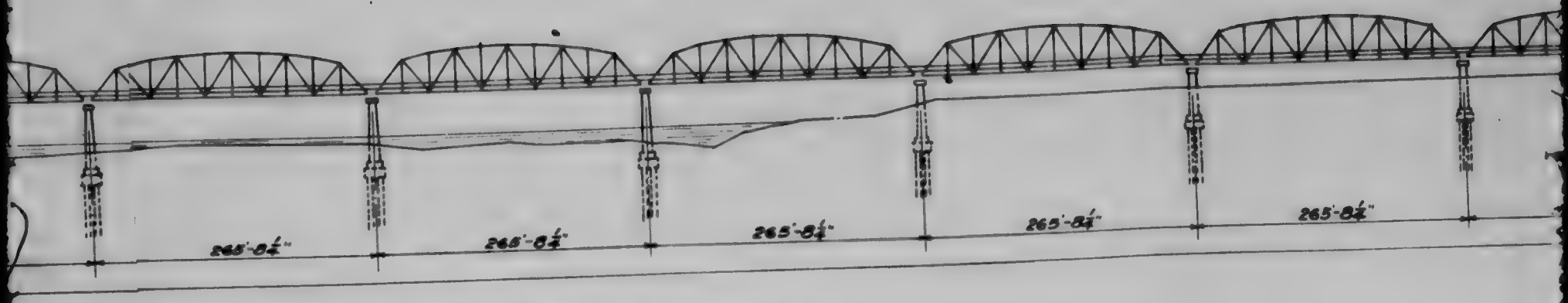
HIGH LEVEL BRIDGE - 39TH AVE. EXTENSION

4 LANES
ESTIMATED COST - $9,495,000



LOW LEVEL BRIDGE - 39TH AVE. EXTENSION

4 LANES
ESTIMATED COST - $9,064,000



STREAM FROM EXISTING BRIDGE AT VANCOUVER.

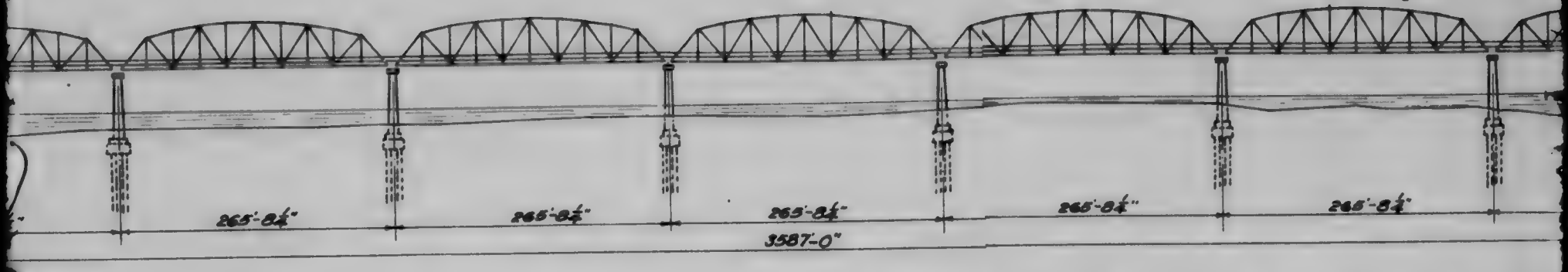
3 LANE
ED COST = $6,445,000

HIGH LEVEL BRIDGE - 39TH AVE

4 LANES
ESTIMATED COST = $9,495,0

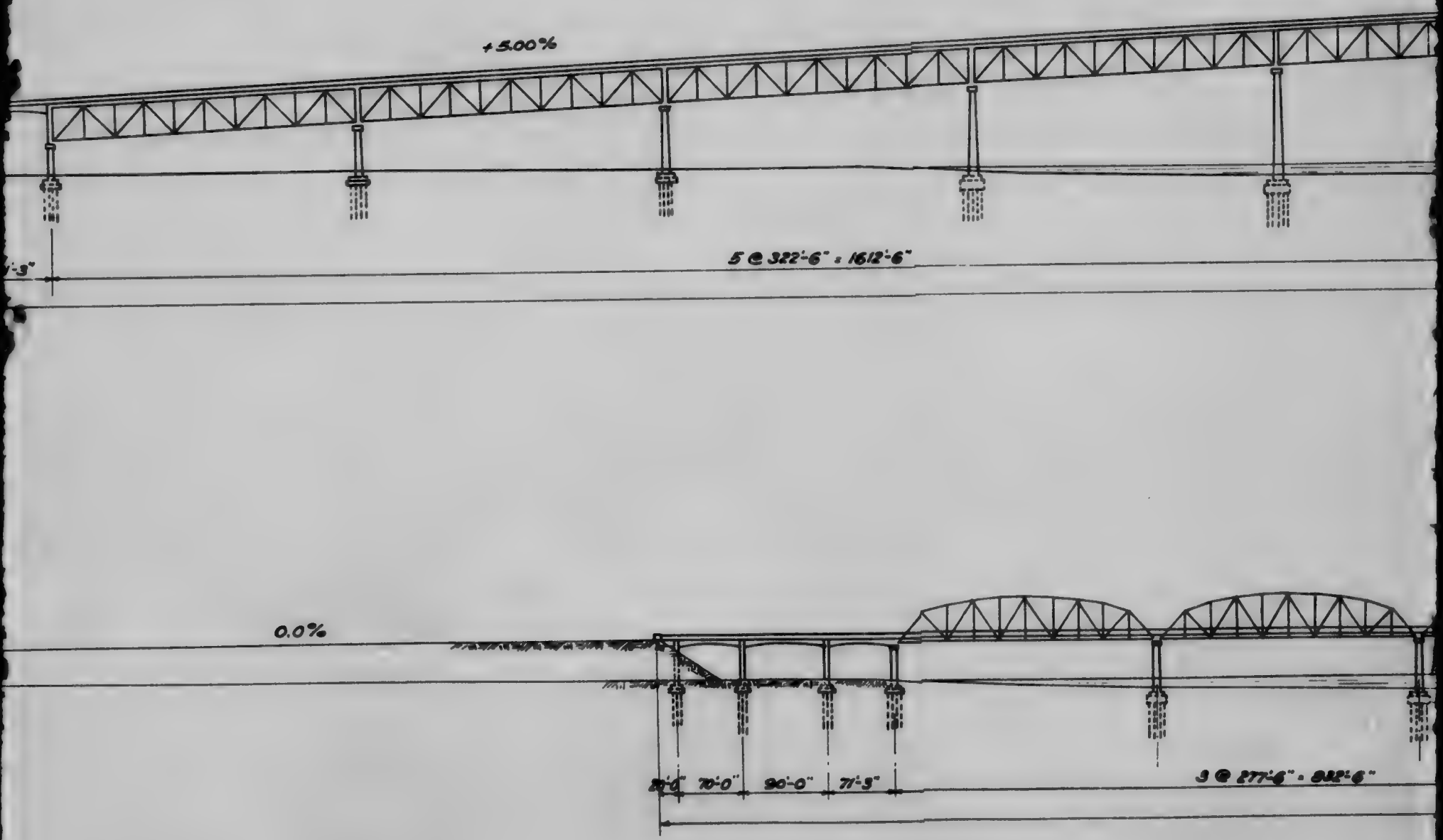
LOW LEVEL BRIDGE - 39 TH

4 LANES
ESTIMATED COST = $



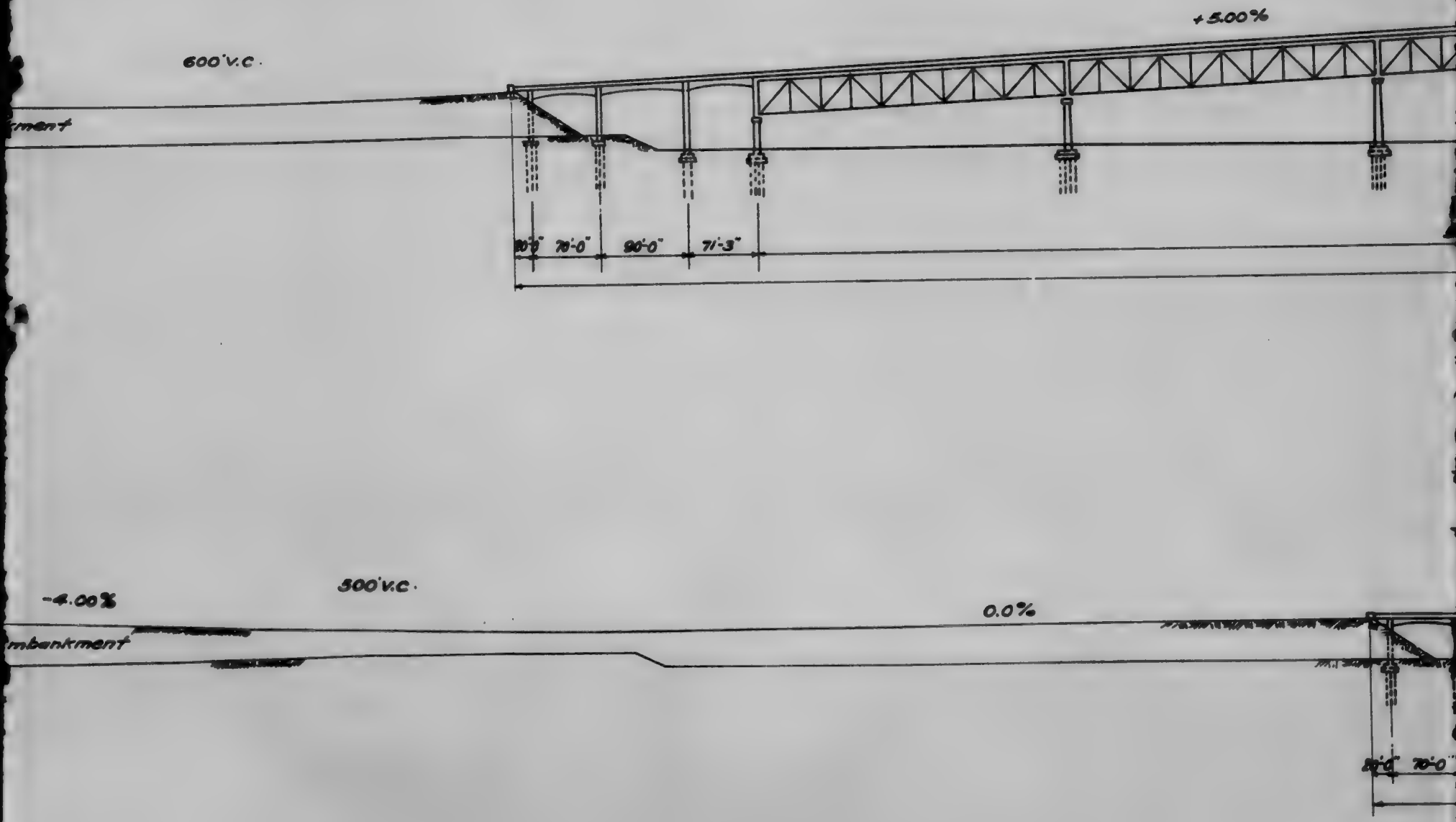
INTERSTATE BRIDGE 83 FEET DOWNSTREAM FROM EXISTING BRIDGE AT VANCO

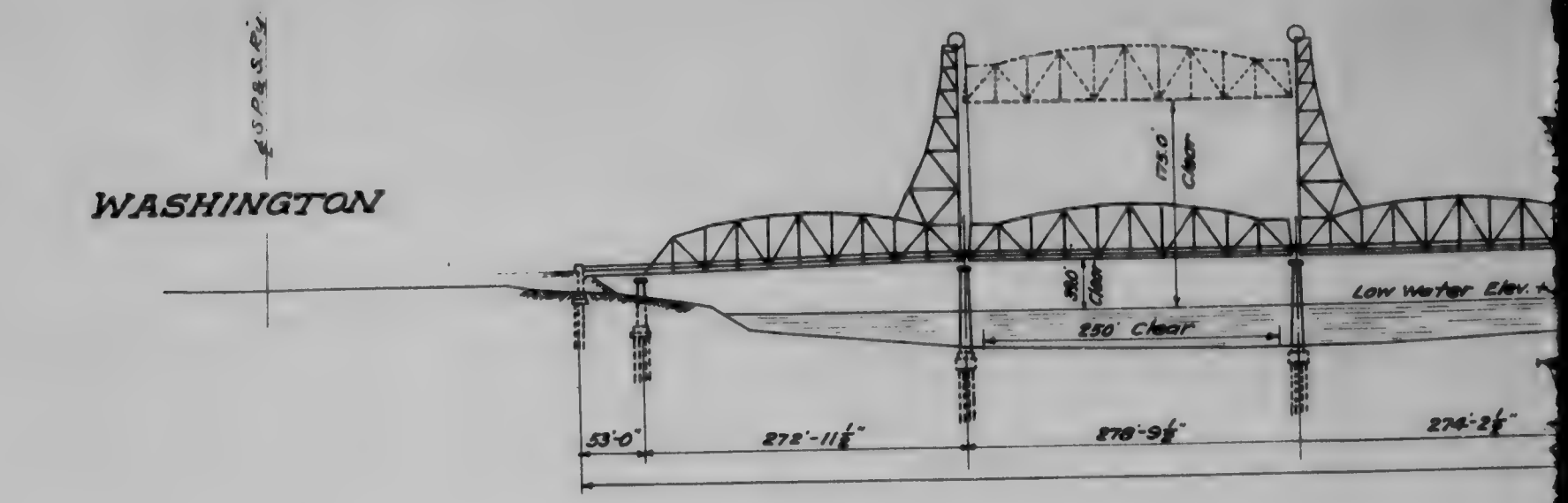
3 LANE
ESTIMATED COST = $6,445,000

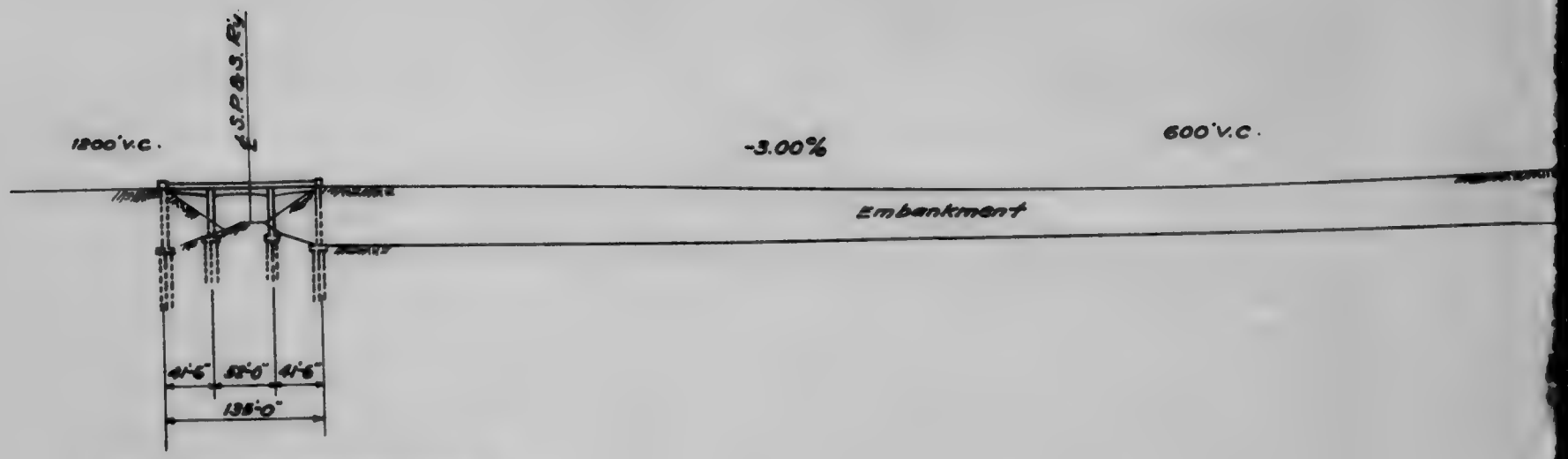


INTERSTATE BRIDGE 83 FEET DO

ESTIM

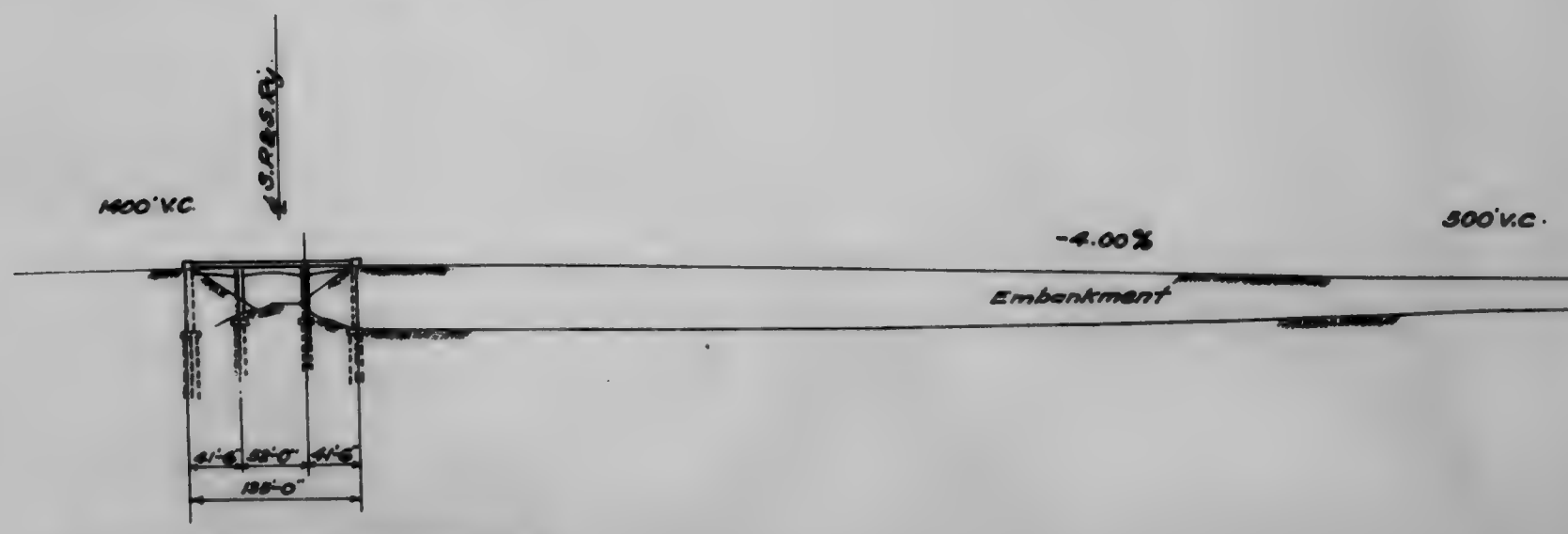






S.P.&S.Ry.-OVERCROSSING

ESTIMATED COST - $160,000



S.P.&S.Ry.-OVERCROSSING

ESTIMATED COST - $160,000

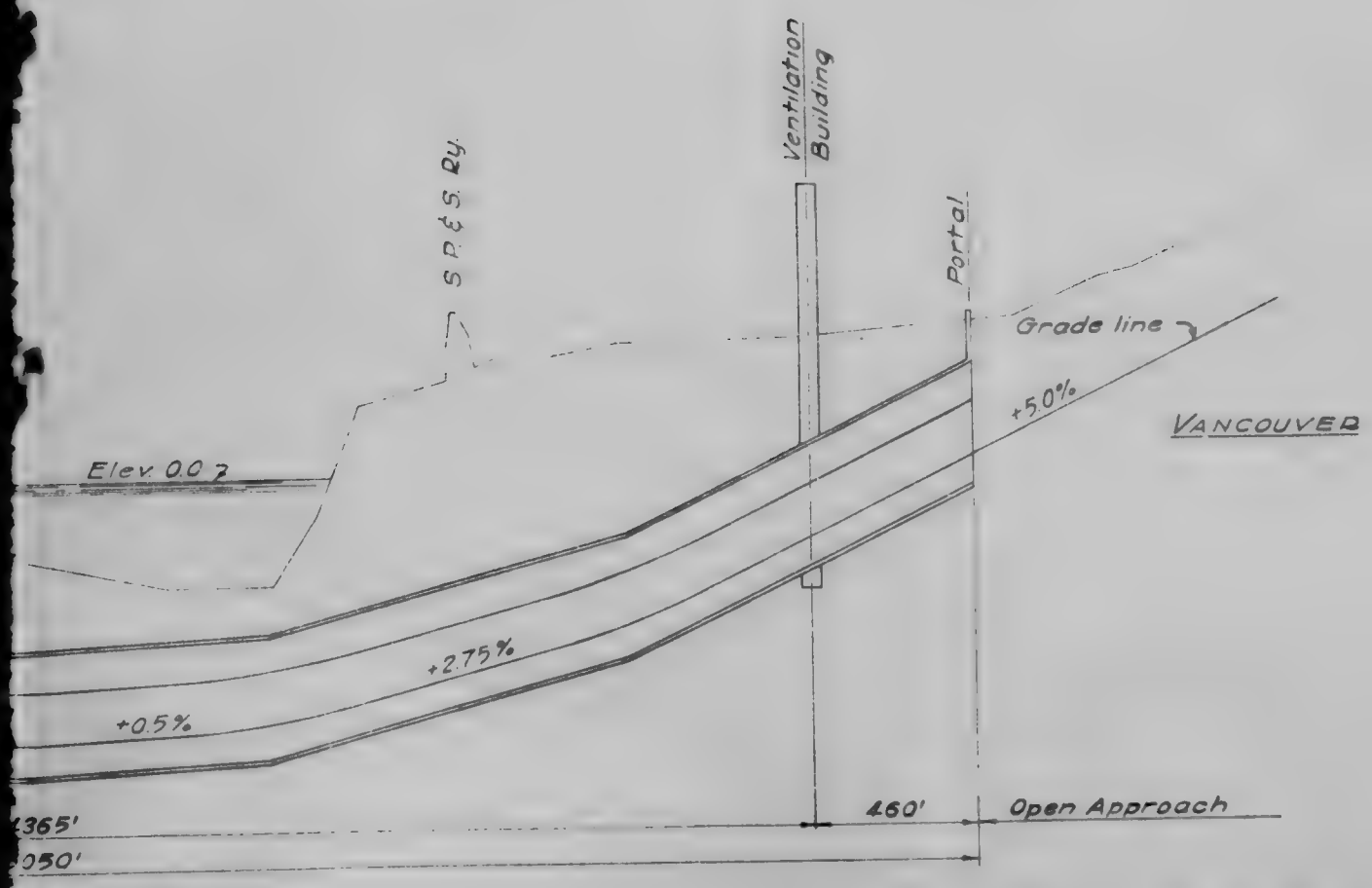
Cost Estimate

Cost of 1 Tunnel :-

Construction Cost	= $18,786,000
Engineering & Contingencies (10%)	= $1,878,600
Total	= $20,665,000

Cost of 2 Tunnels :-

2 x 20,665,000 = $41,330,000



PROFILE

Fig. 7 Route No. 4

OREGON STATE HIGHWAY COMMISSION

INTERSTATE TUNNEL UNDER COLUMBIA RIVER

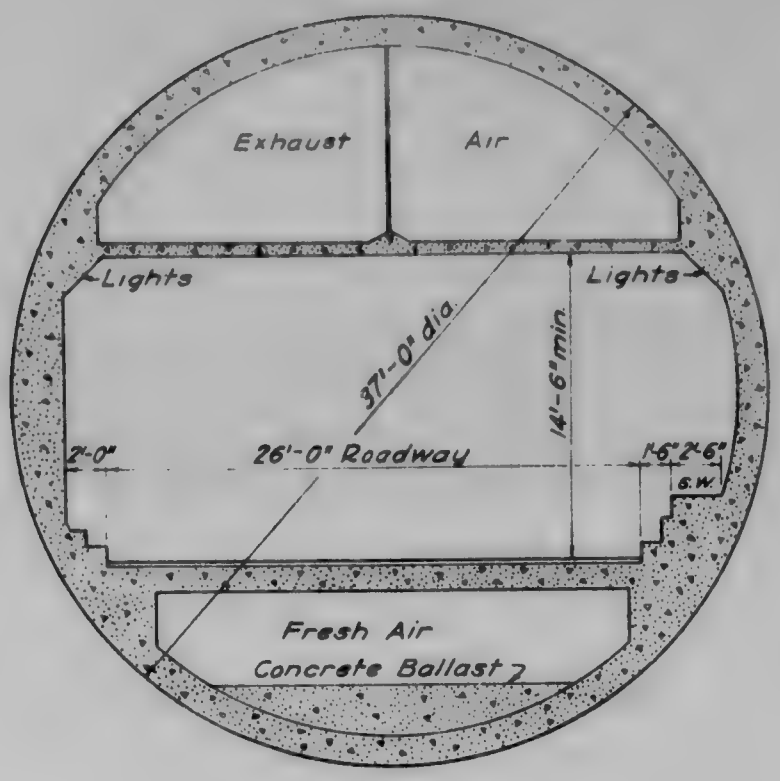
ON

U.S. HIGHWAY NO. 99

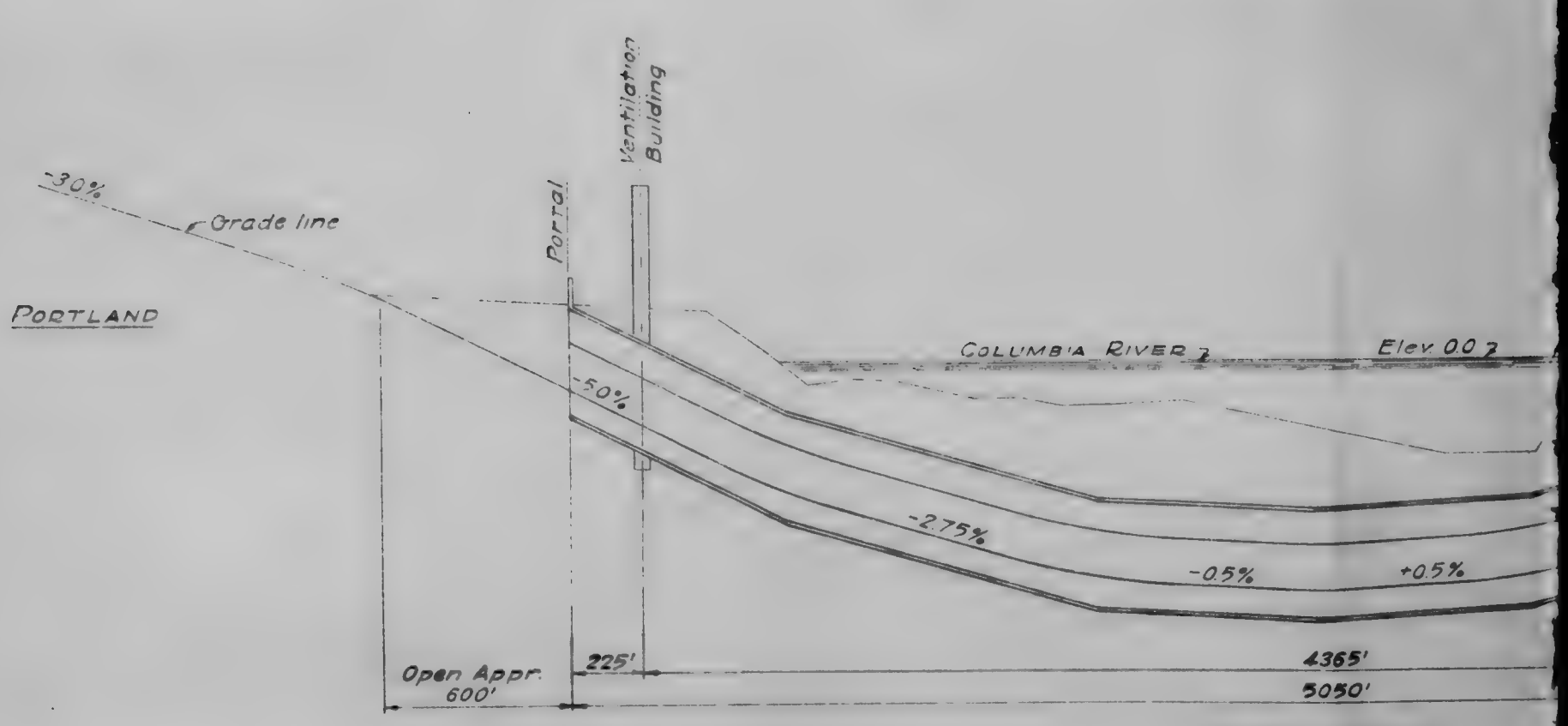
MULTNOMAH COUNTY, OREGON

CLARK COUNTY, WASHINGTON

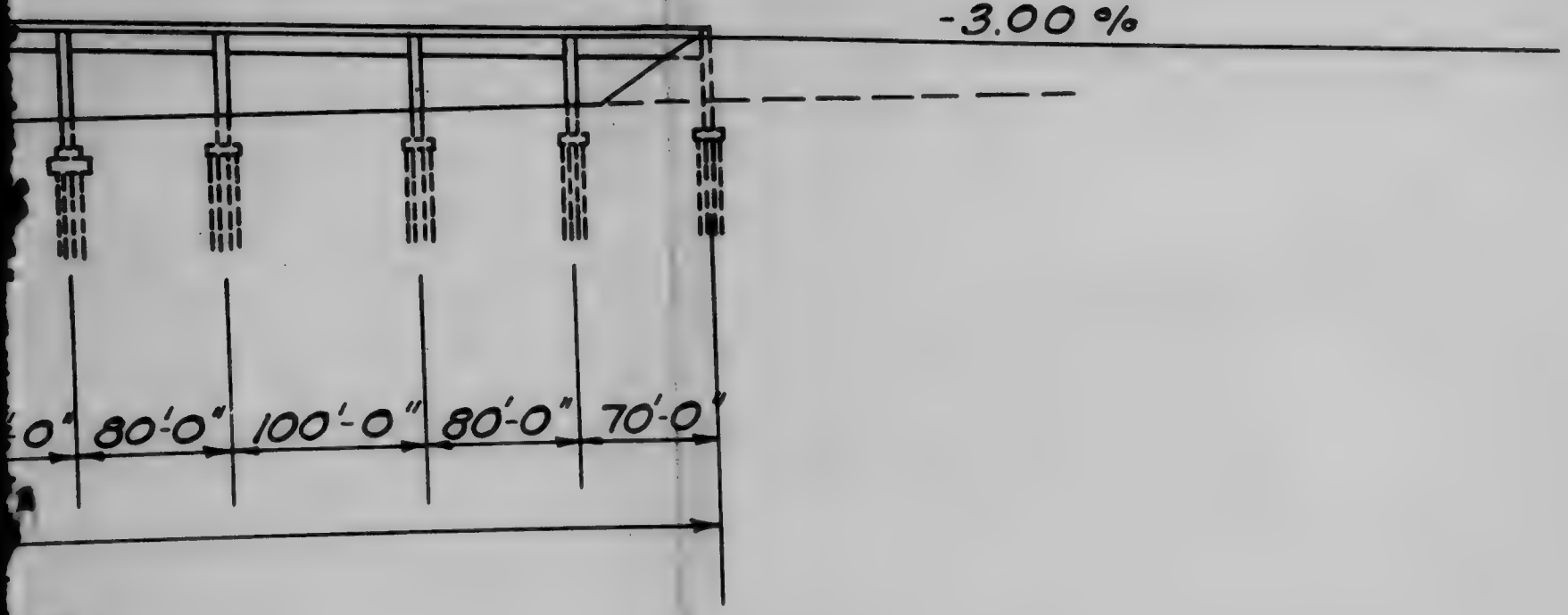
PRELIMINARY LAYOUT



SECTION



TUNNEL PROFILE



o. 5

AY COMMISSION

COLUMBIA RIVER

LINE

TY, OREGON

ASHINGTON

LAYOUT

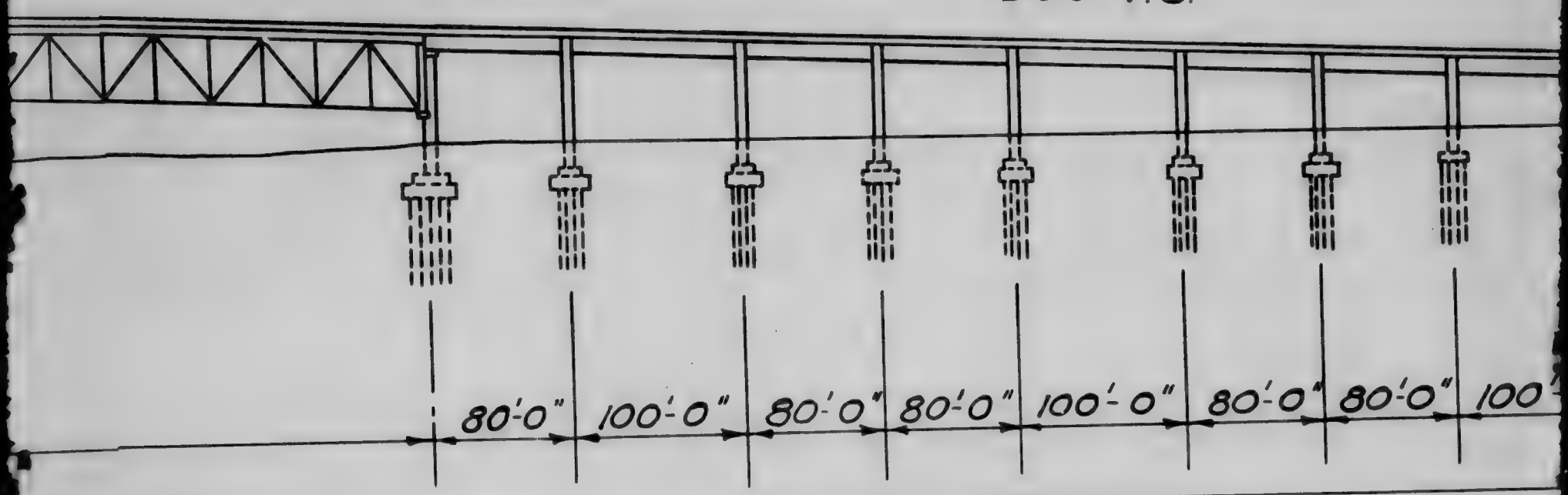


Fig. 8 Route No. 5

OREGON STATE HIGHWAY COMMISS

INTERSTATE BRIDGE OVER COLUM

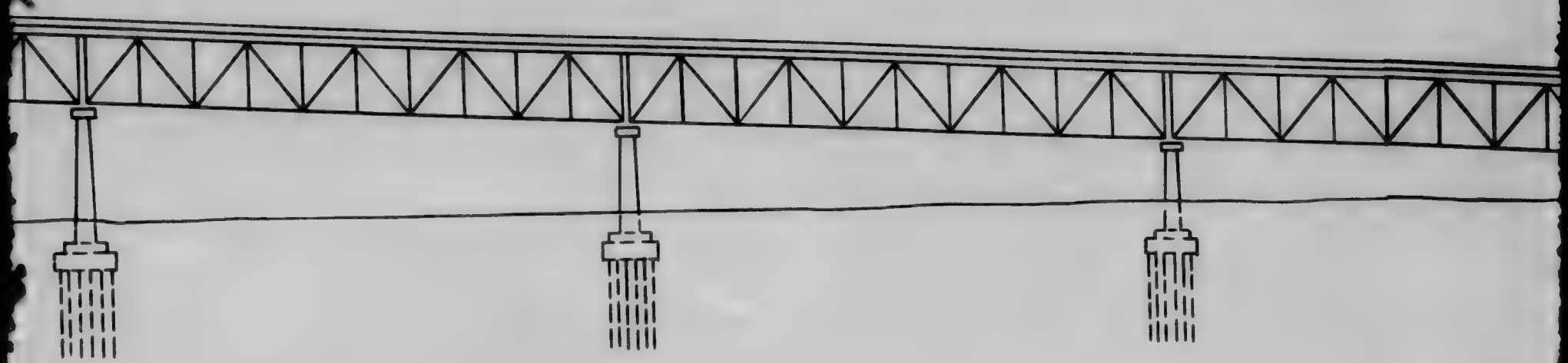
ON

ST. JOHNS LINE

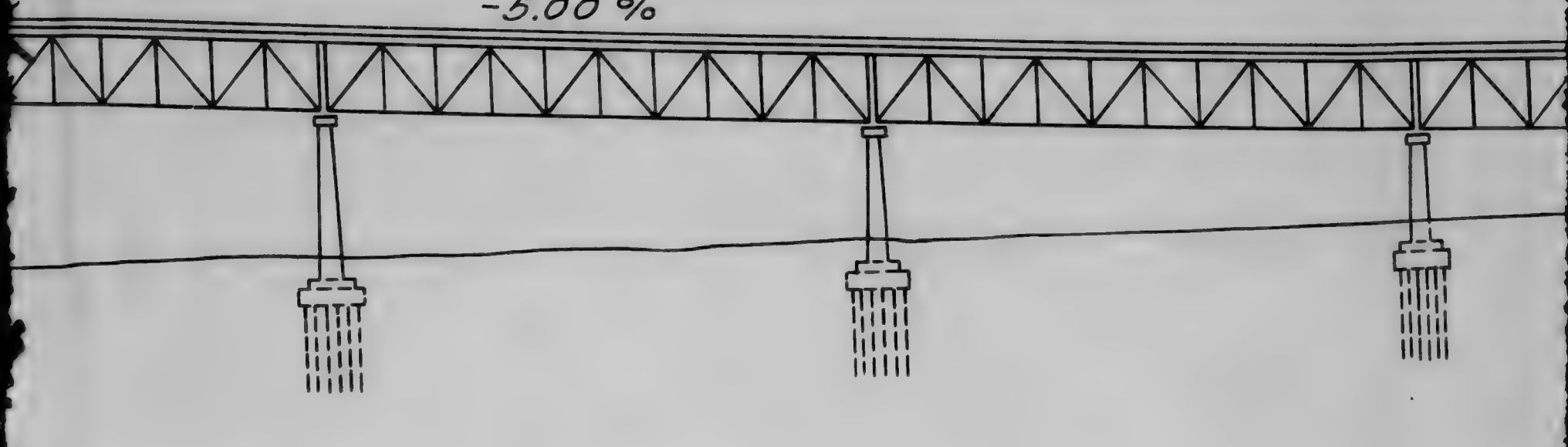
MULTNOMAH COUNTY, OREGO

CLARK COUNTY, WASHINGTO

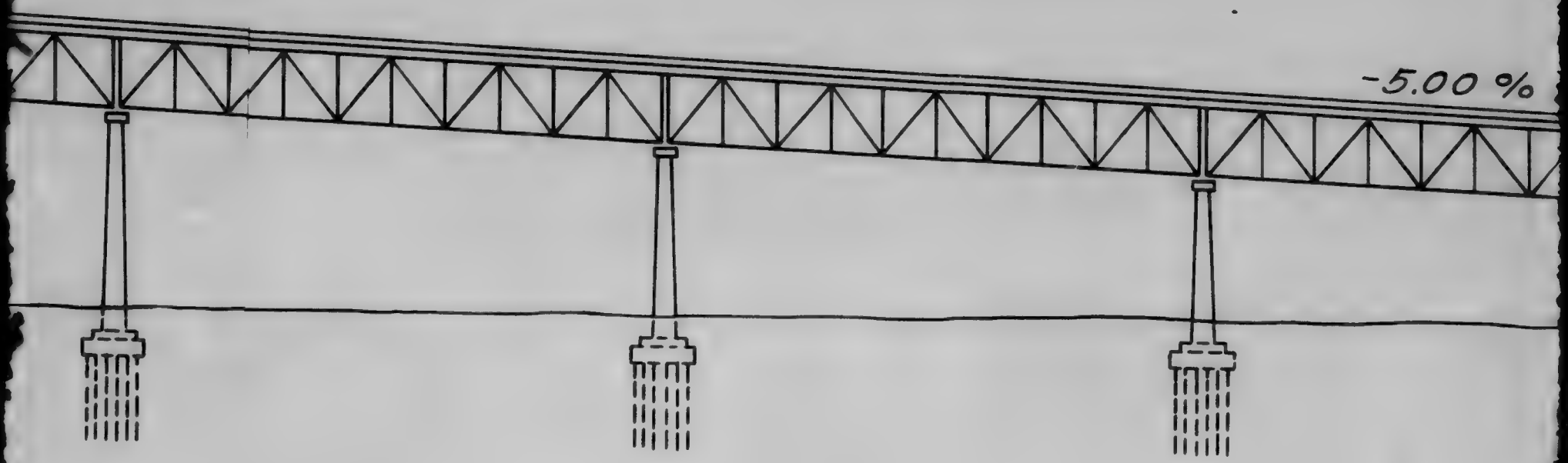
PRELIMINARY LAY



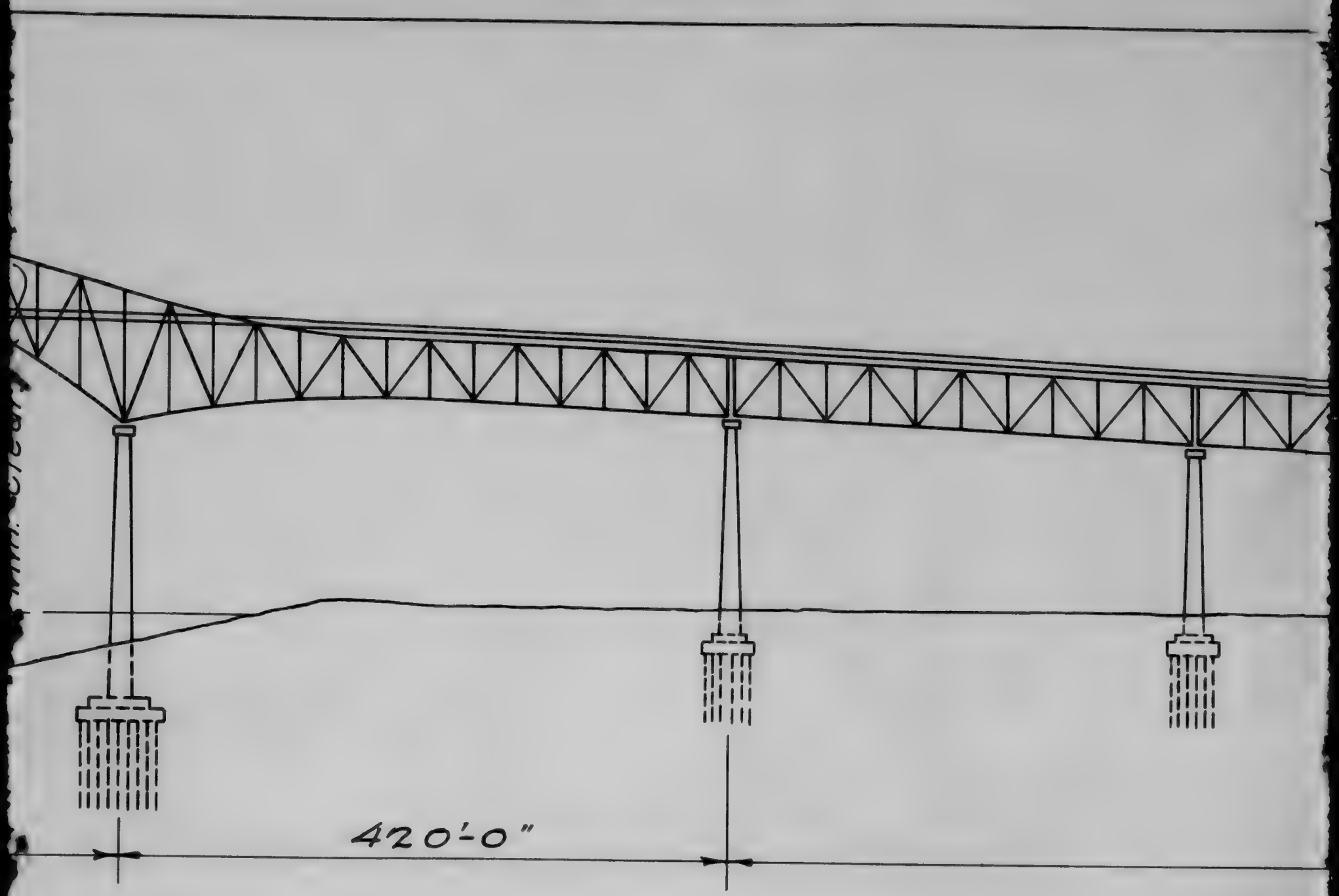
= 2254'-0"



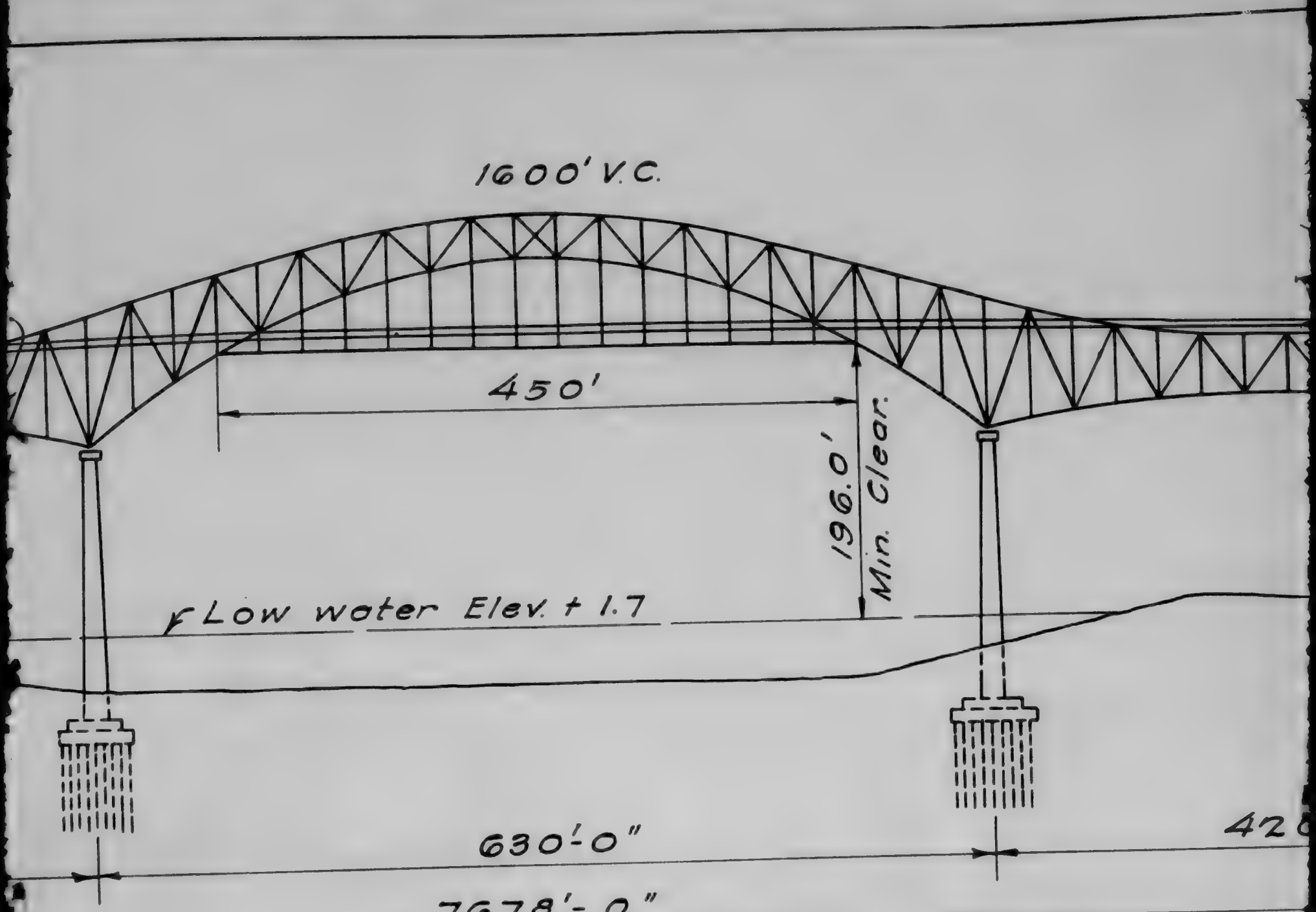
7 spans @ 322'-0" = 2254'-0"



7 spons @ 32'

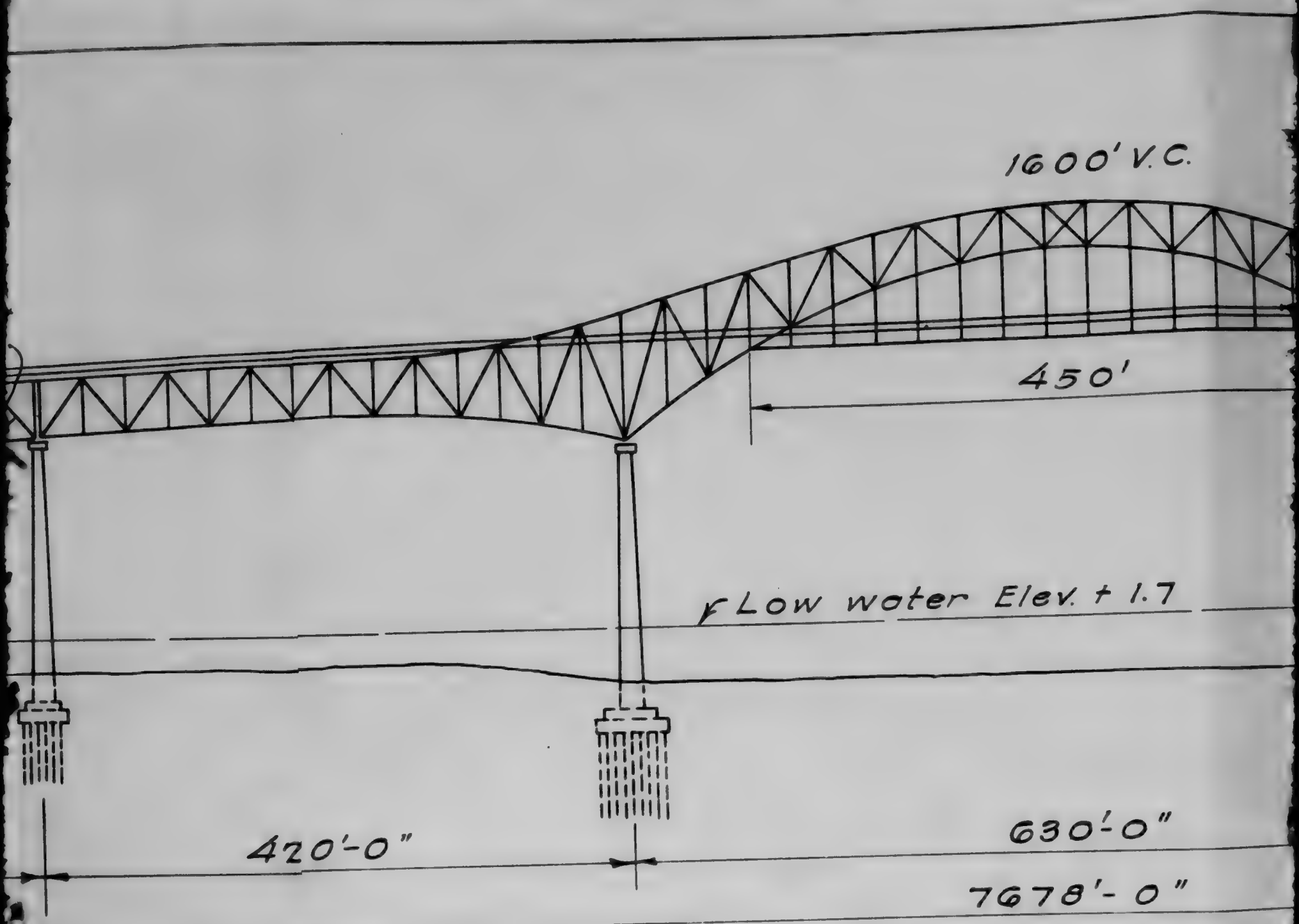


gth = 7678'-0"



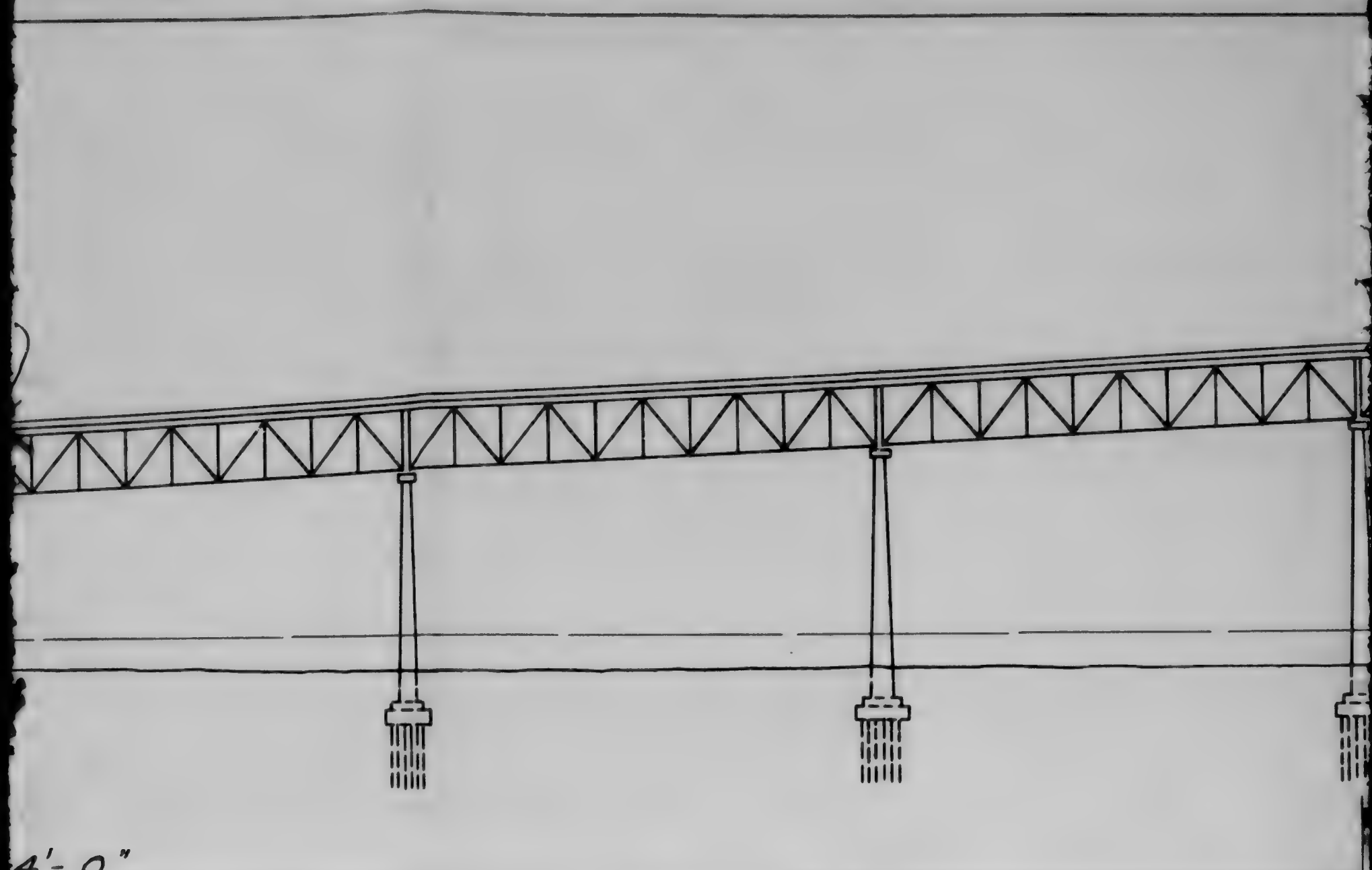
ELEVATION

4-Lane Bridge. Total Length = 7678'-0"

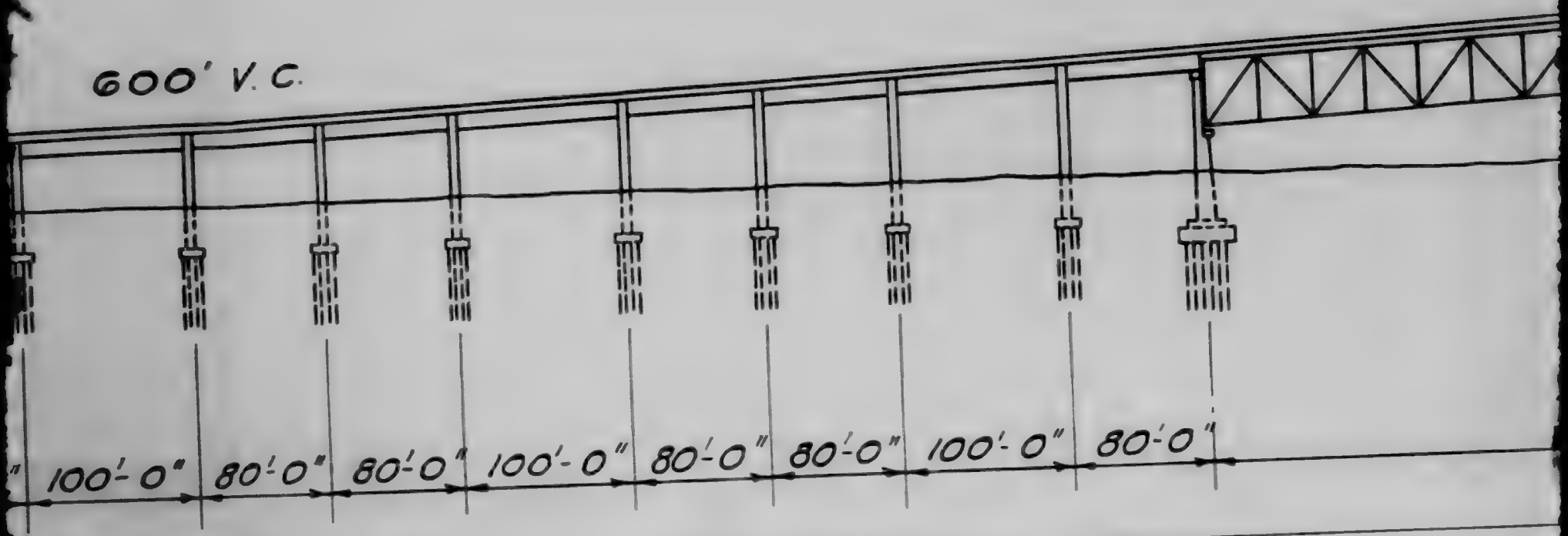


ELEVATION

4-Lane Bridge. Total


4'-0"

7 spans @ 322'-0" = 2254'-0"


600' V. C.
100'-0"
80'-0"
80'-0"
100'-0"
80'-0"
80'-0"
100'-0"
80'-0"

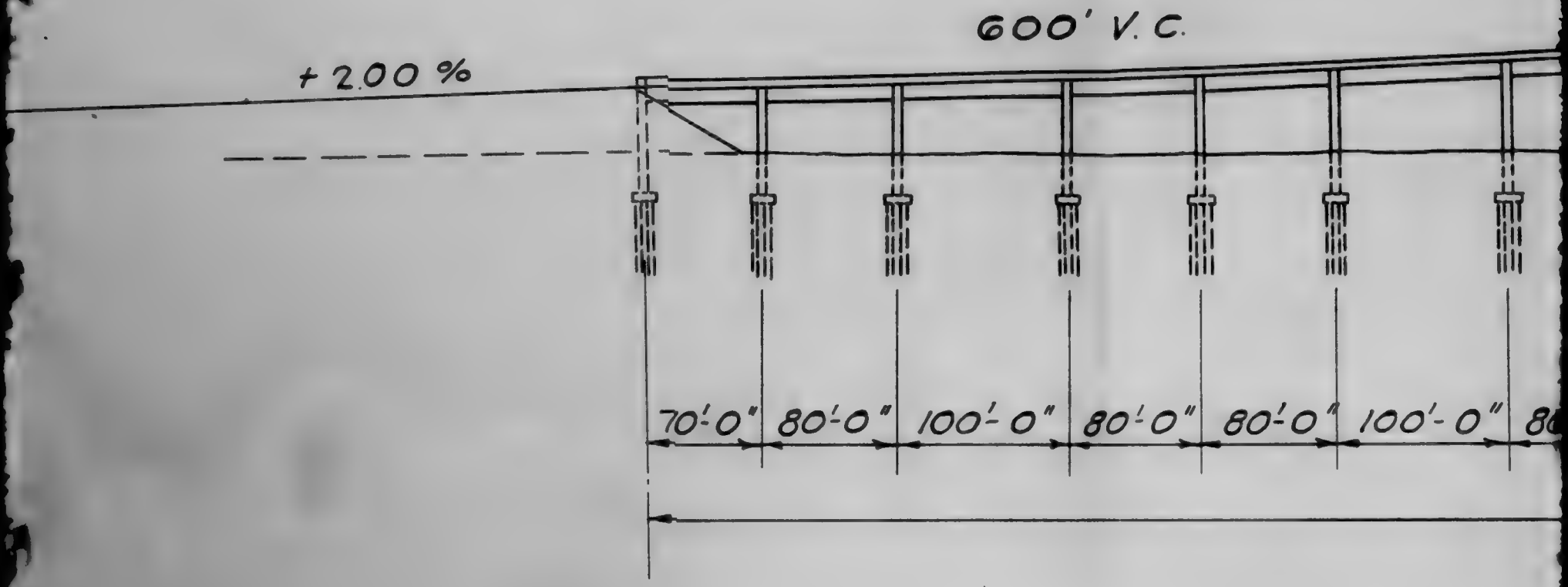

600' V. C.
+2.00 %
70'-0"
80'-0"
100'-0"
80'-0"
80'-0"
100'-0"

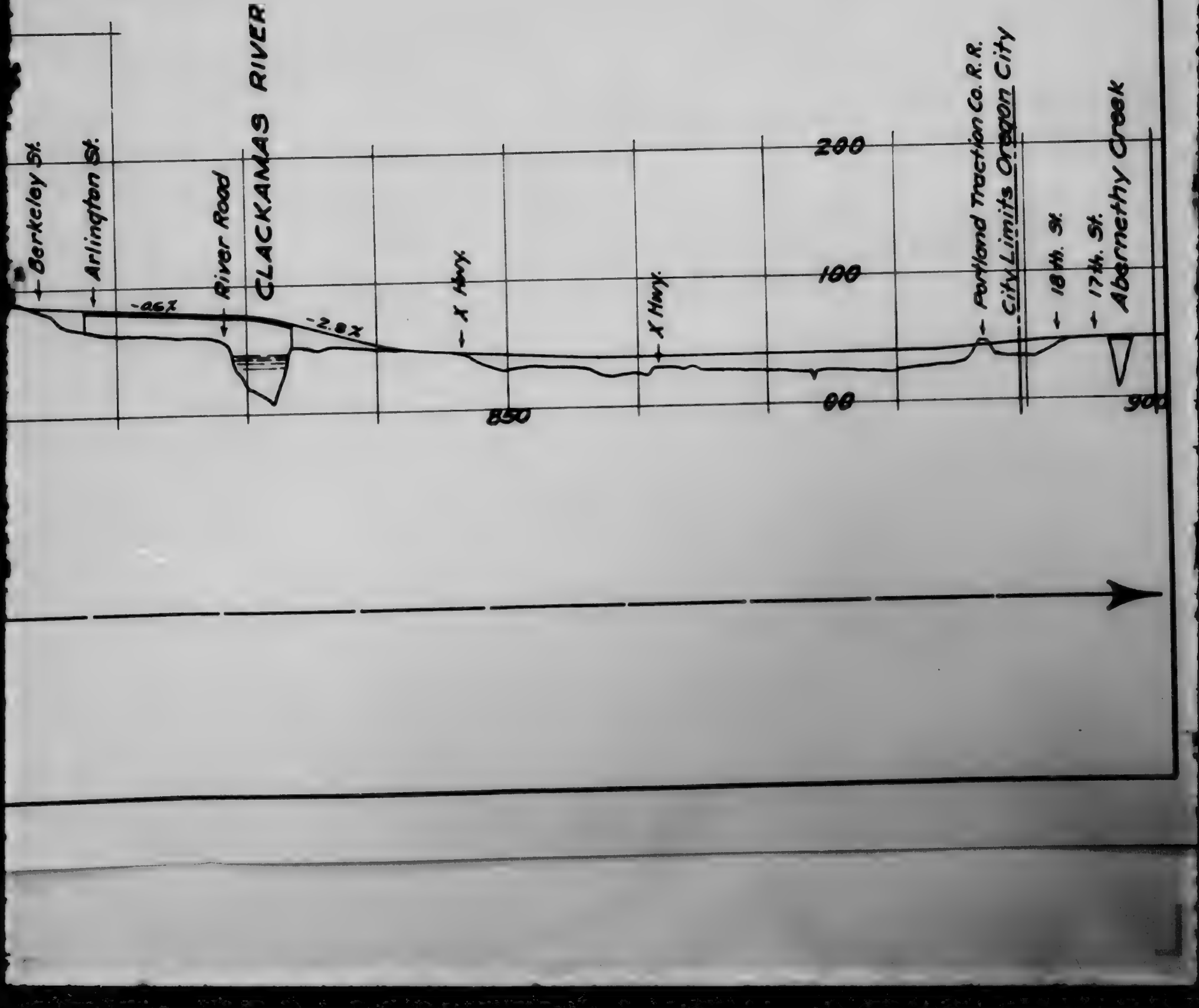
Fig. 10 Route No. 1

OREGON STATE HIGHWAY DEPARTMENT
RECONNAISSANCE

COLUMBIA RIVER BRIDGE
VIA 82ND AVE. TO OREGON CITY

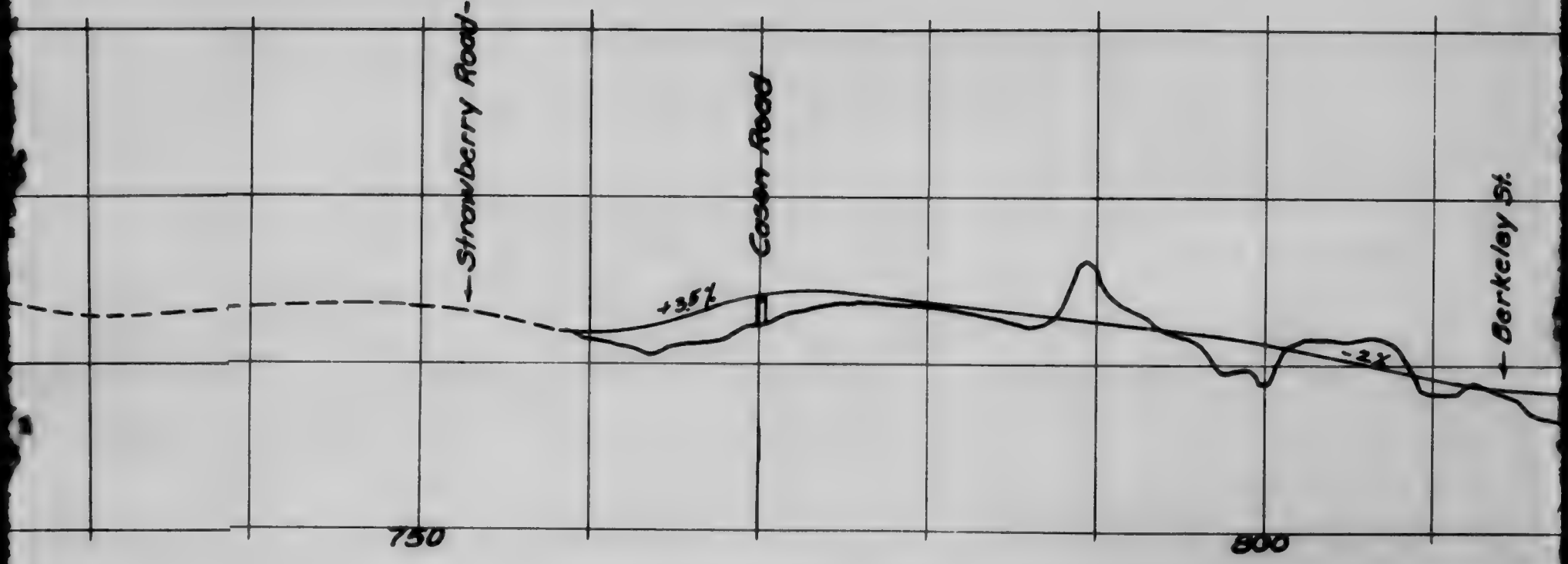
Scale:- Hor. 1" = 1000' Vert. 1" = 100'
May 1951

993,000
766,000
695,000
345,000
799,000
094,000
893,000



SUMMARY

Grading and Tunnels	5,993
Structures	5,766
Surfacing	1,695
Engineering and Contingencies	1,345
Total Construction Cost	14,799
Right of Way	8,094
Total	$22,893

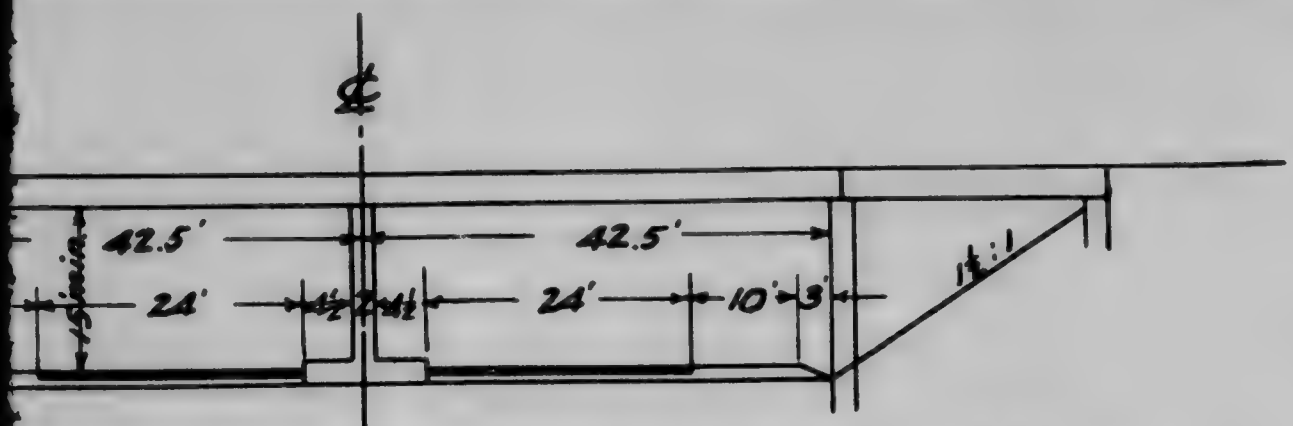


← Lake Road - Grade separation

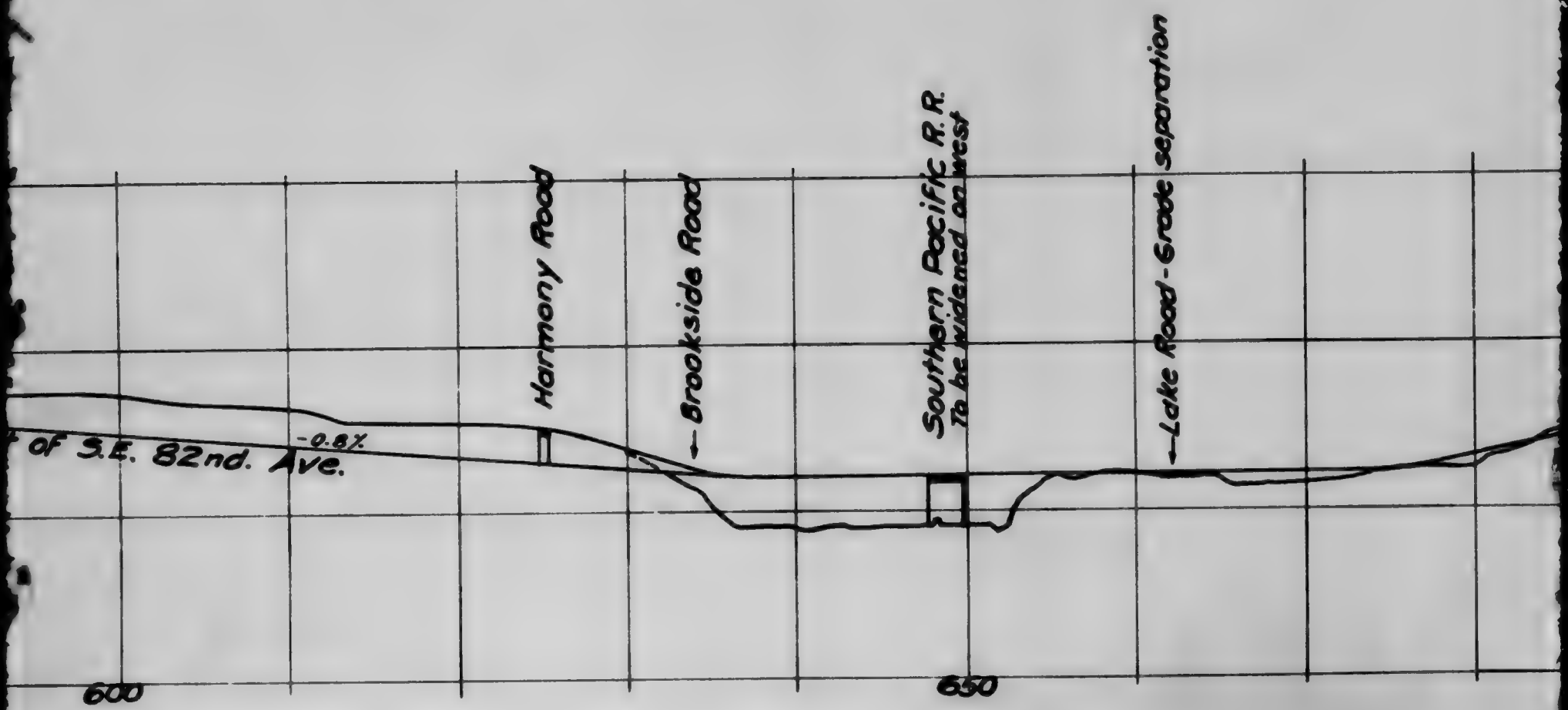
← Johnsen Road - Grade separation

← Road to Clackamas - Grade separation

← Rood Road - Grade separation

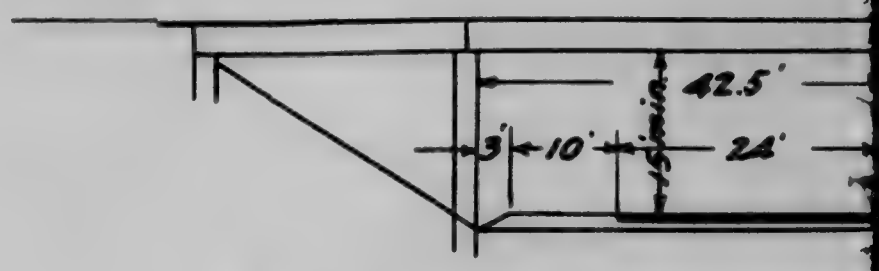


ction Depressed Highway & Road Xing.
th of right of way 200' desired width

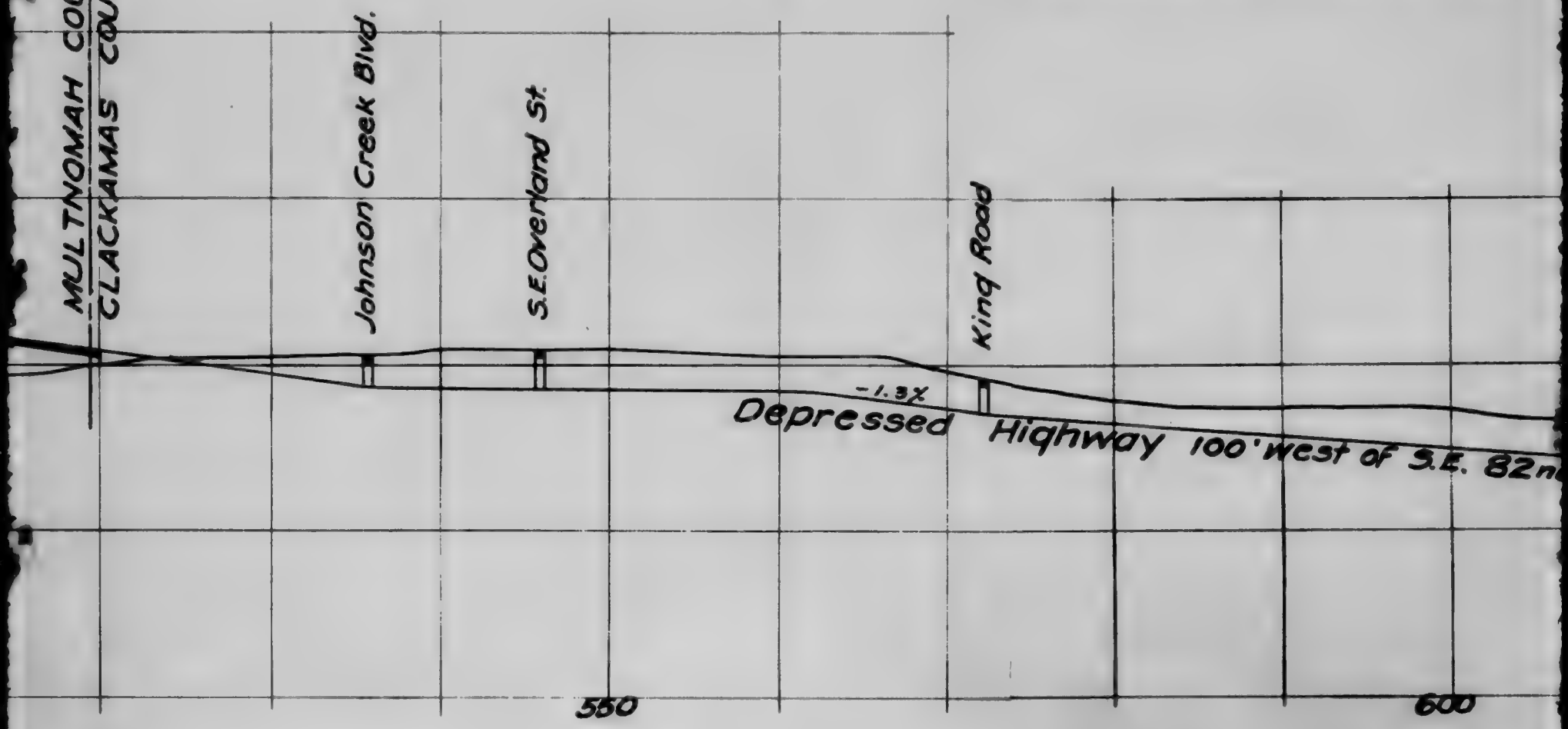


ON CITY

	2,638,000
	4,836,000
	1,295,000
	877,000
	9,646,000
	6,306,000
	$15,952,000



Typical Section Depr
150' minimum width of right o



SULLIVAN GULCH TO OREGON CITY

Grading	2,638.00
Structures	4,836.00
Surfacing	1,295.00
Engineering and Contingencies	877.00
Total Construction Cost	9,646.00
Right of Way	6,306.00
Total	$15,952.00

S. E. Duke

Portland City Limits

℄ S.E. Flavel St.

500

Portland Traction Co. R.R.

Johnson Creek

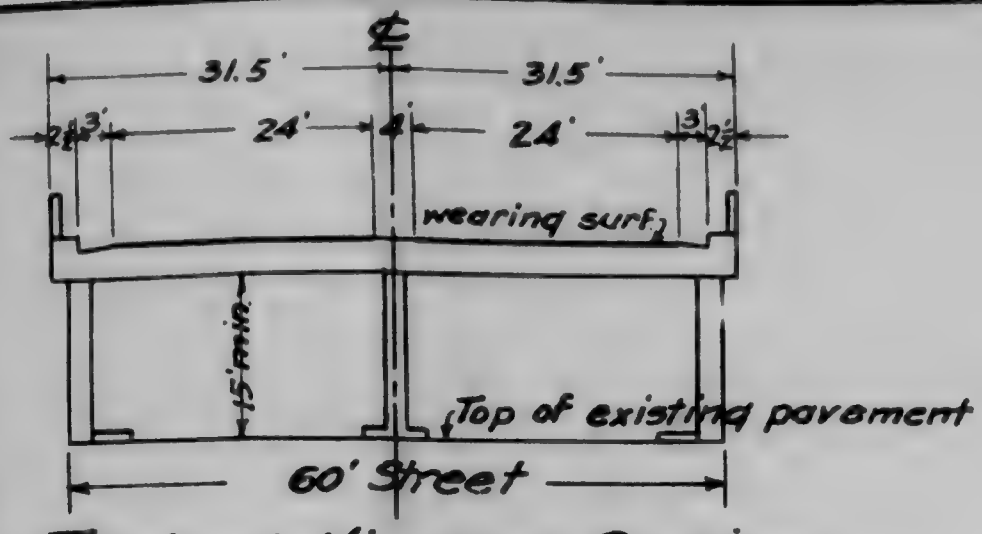
MULTNOMAH COUNTY

CLACKAMAS COUNTY

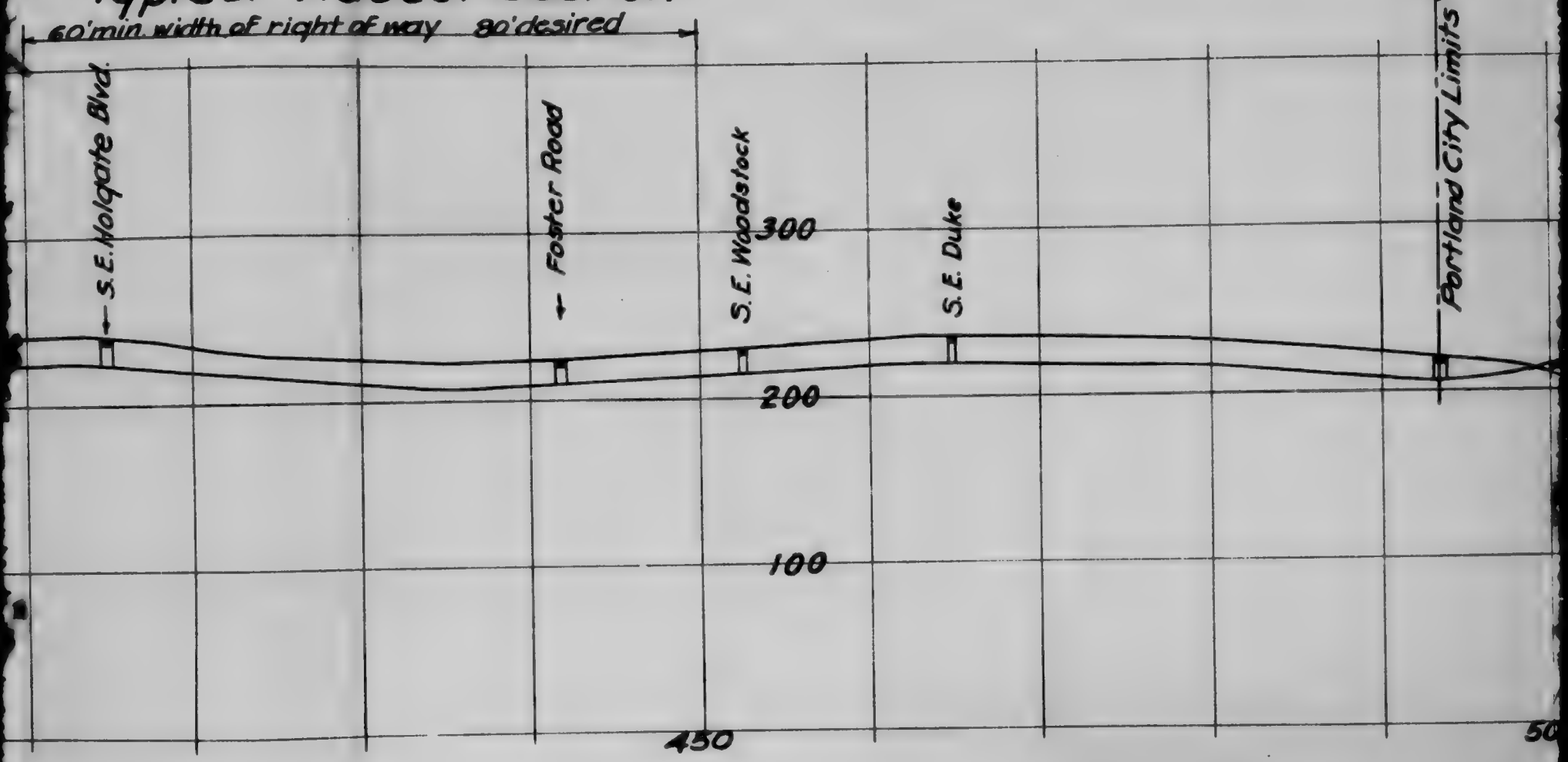
Johnson Creek Blvd.

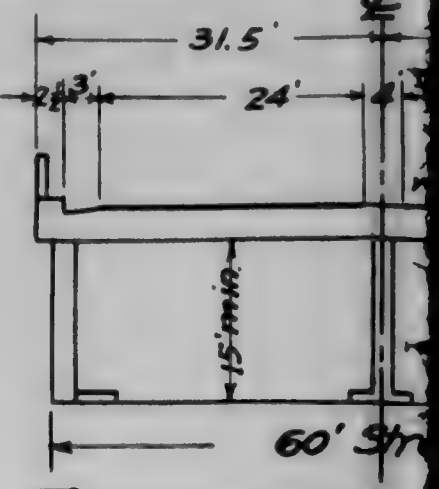
S.E. Overland St.

560



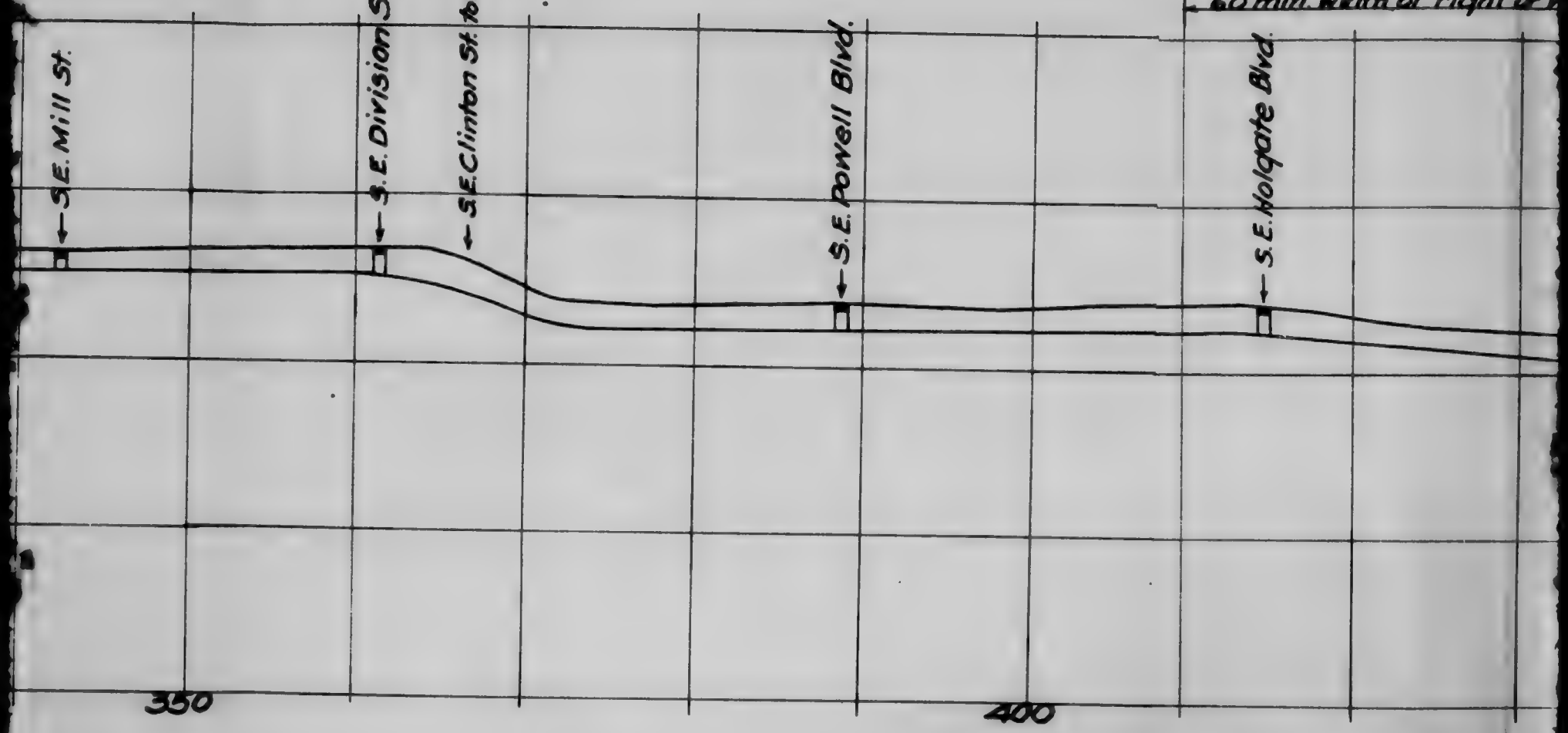
Typical Viaduct Section





Typical Viad

60' min. width of right of



← S.E. Powell Blvd

← S.E. Division St.

← S.E. Clinton St. to be closed

350

← S.E. Mill St.

Depressed Highway

← S.E. Yamhill St.

← S.E. Stark St.

Willamette Base Line

← East Burnside St.

300

250

TUNNEL

N.E. Halsey St. Viaduct - Sullivan Gulch

N.E. Multnomah

N.E. Hassalo

N.E. Pacific

← N.E. Glisan St.

300

Depressed Highway

← East Burnside St.

← S.E. Stark St.

Willamette Base Line

← S.E. Yamhill St.

CH
000
000
000
000
000
000

250

N.E. Brazee St. O'Xing

-0.5'X-

N.E. Tillamook St. UnderXing

TUNNEL

N.E. Halsey St. Viaduct - Sullivan Gulch

N.E. Multnomah

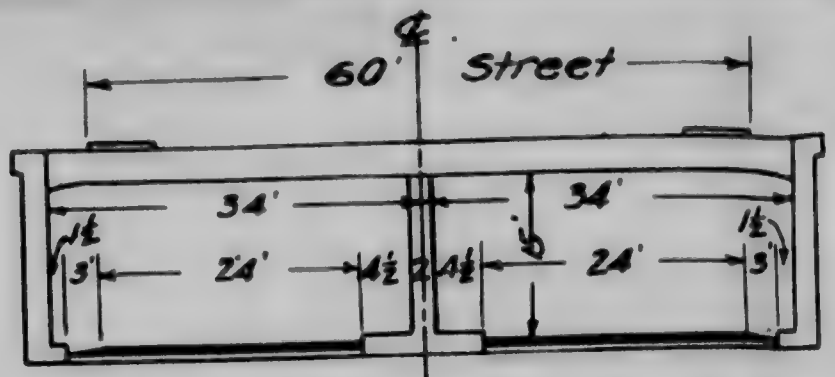
N.E. Hassalo

N.E. Pacific

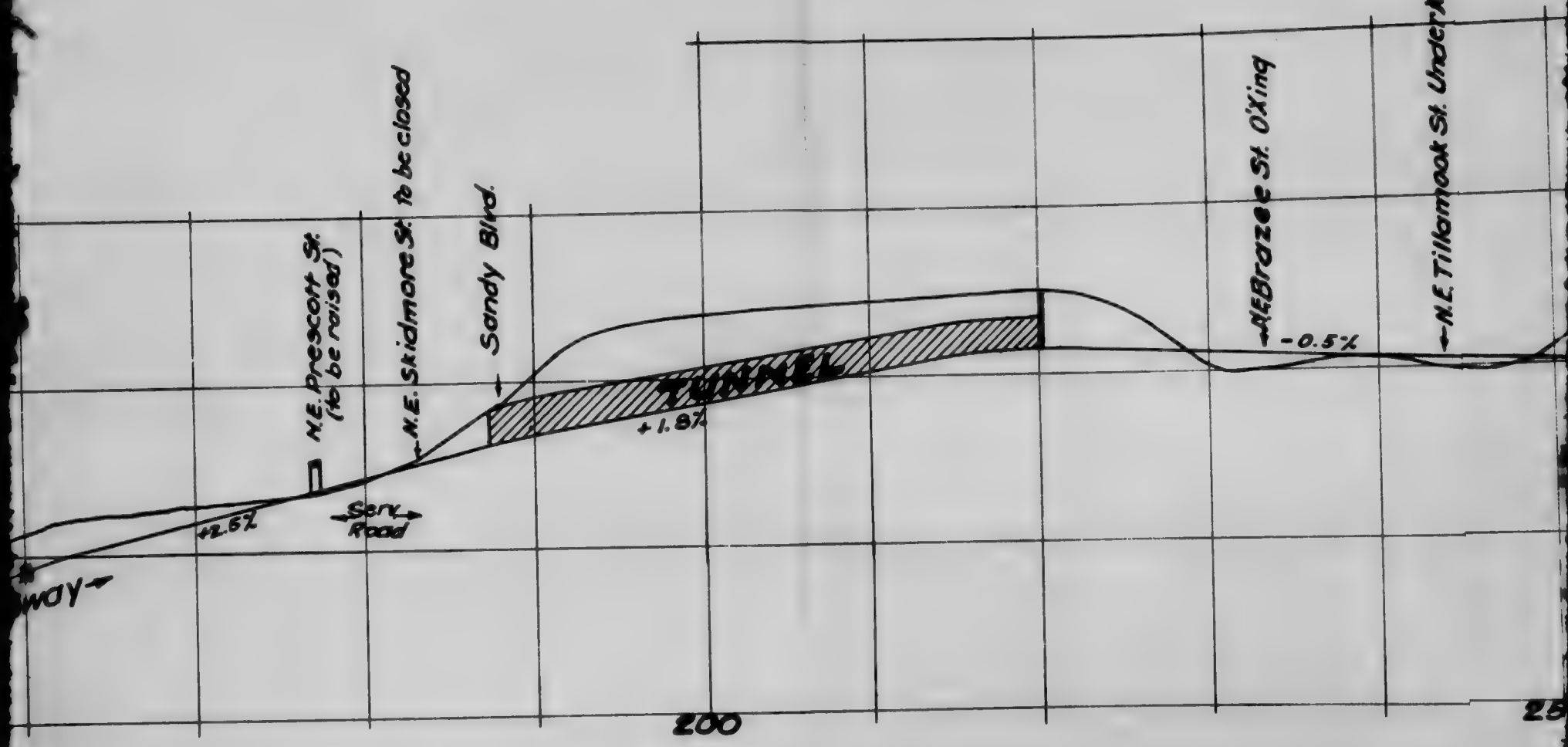
N.E. Glisan St.

East Burnside St.

300

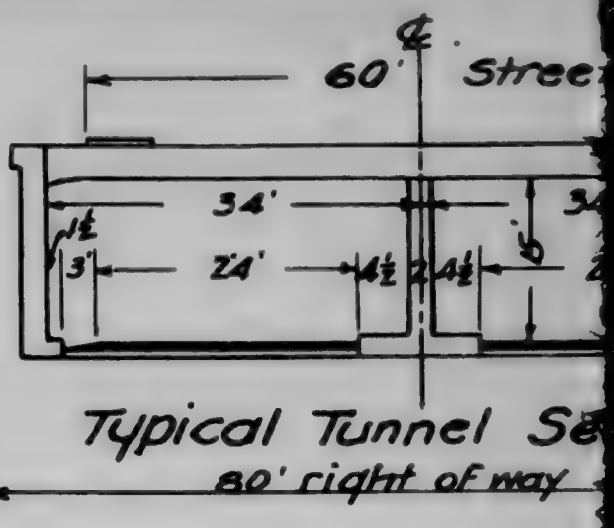


Typical Tunnel Section
80' right of way



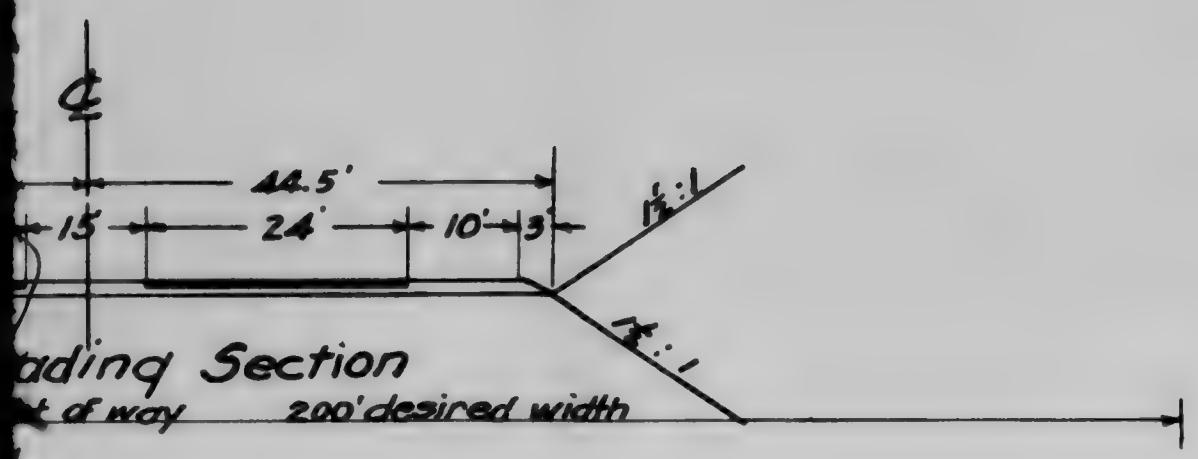
COLUMBIA RIVER TO SULLIVAN GULCH

Grading and Tunnels	3,355,000
Structures	930,000
Surfacing	400,000
Engineering and Contingencies	468,000
Total Construction Cost	5,153,000
Right of Way	1,788,000
Total	$6,941,000



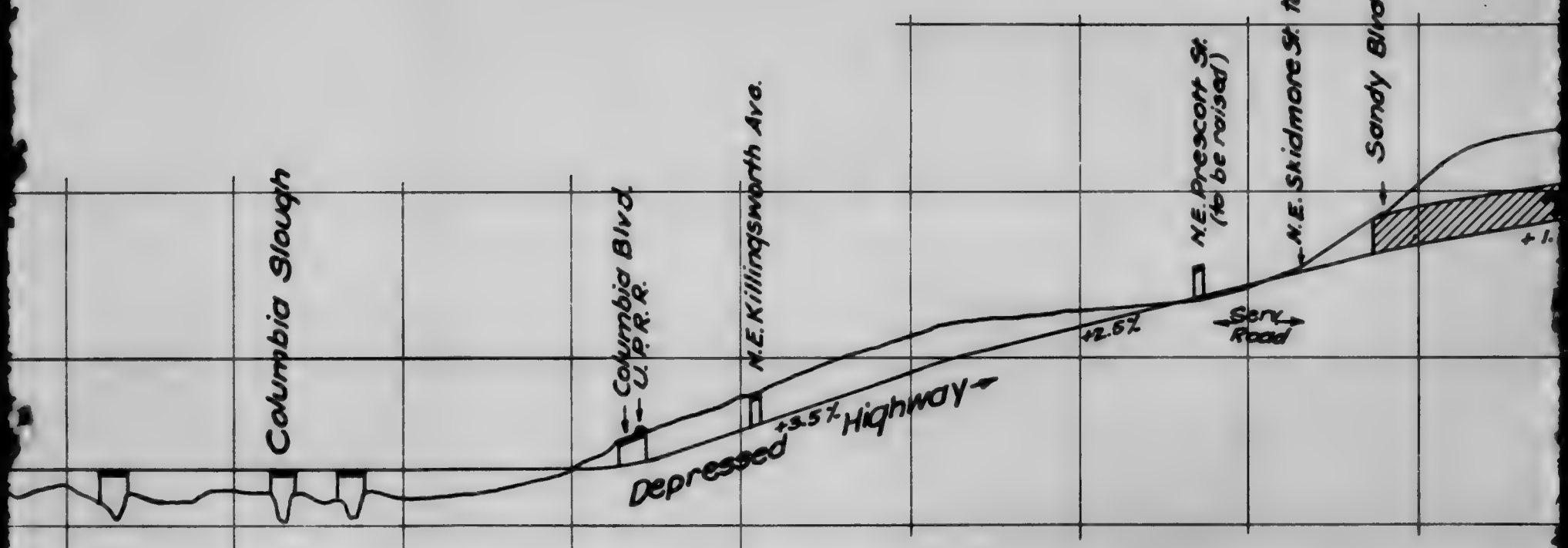
Typical Tunnel Se

80' right of way



ading Section

t of way 200' desired width



COLUMBIA RIVER TO SU

Grading and Tunnels_____

Structures _____

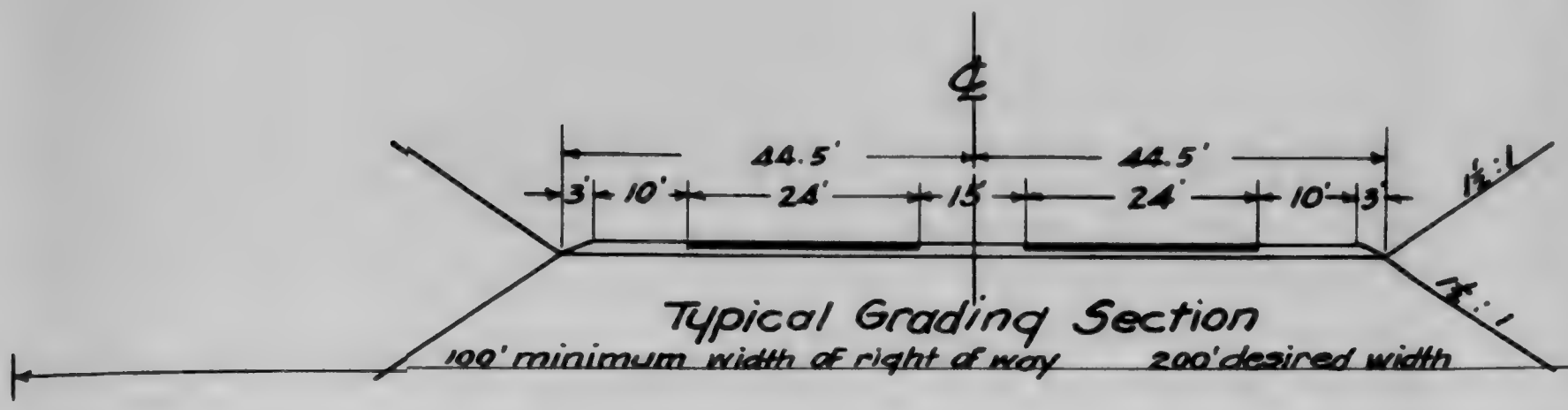
Surfacing_____

Engineering and Contingen

Total Construction Cos

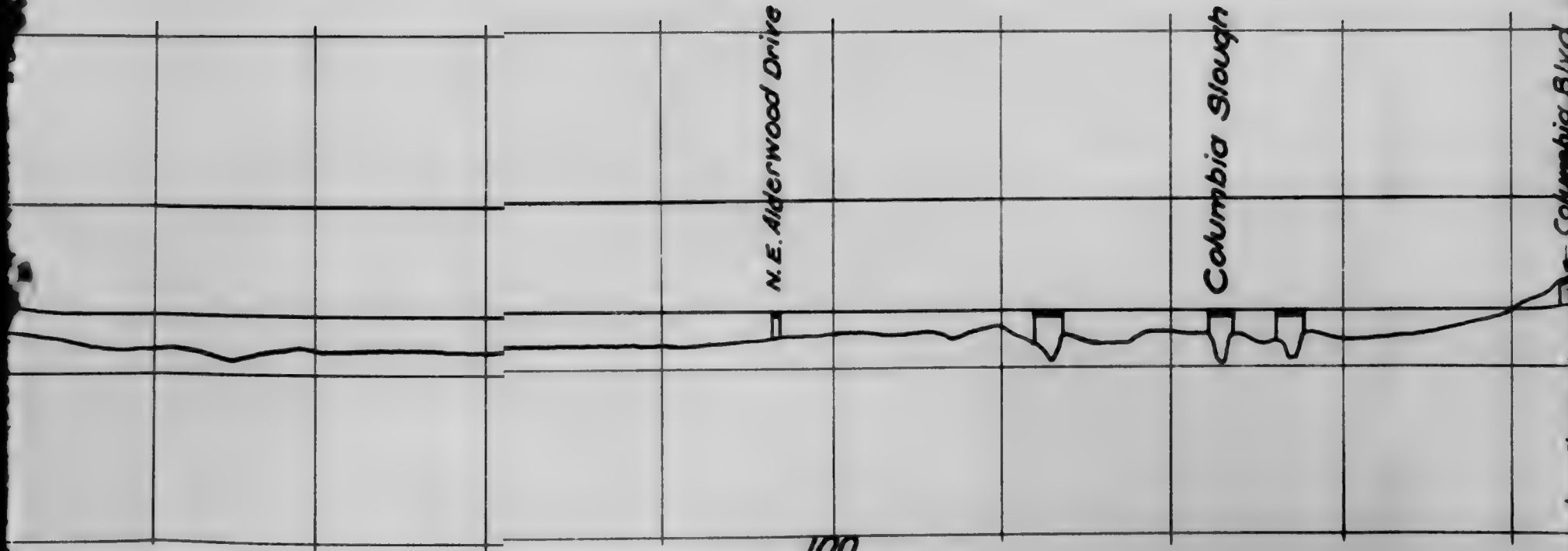
Right of Way_____

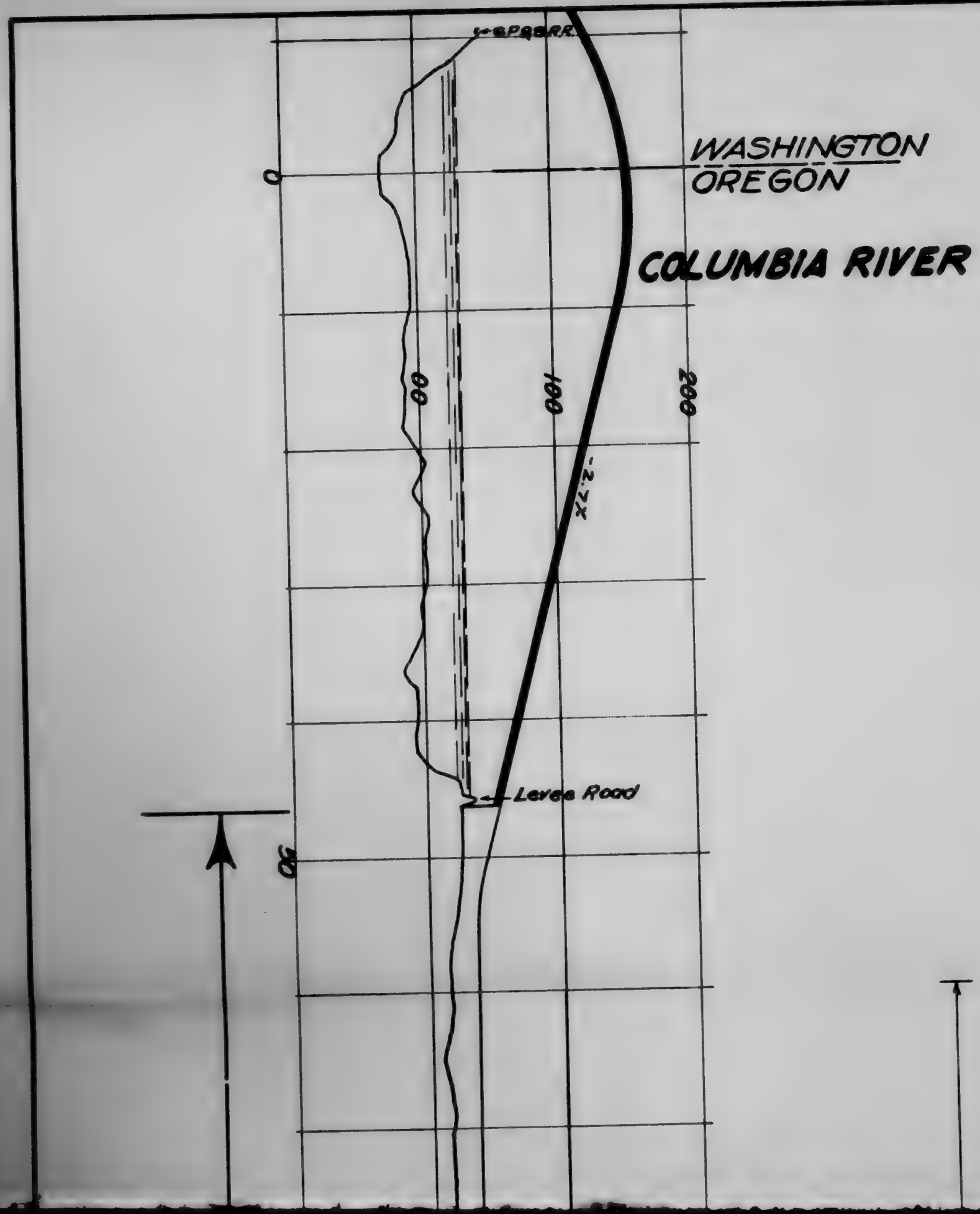
Total_____



Typical Grading Section

100' minimum width of right of way 200' desired width




WASHINGTON
OREGON
COLUMBIA RIVER
0
100
200
-2.7%
Levee Road

COLUMBIA RIVER INTERSTATE BRIDGE

PORTLAND ORE., TO VANCOUVER, WN.

ROUTE No. 1

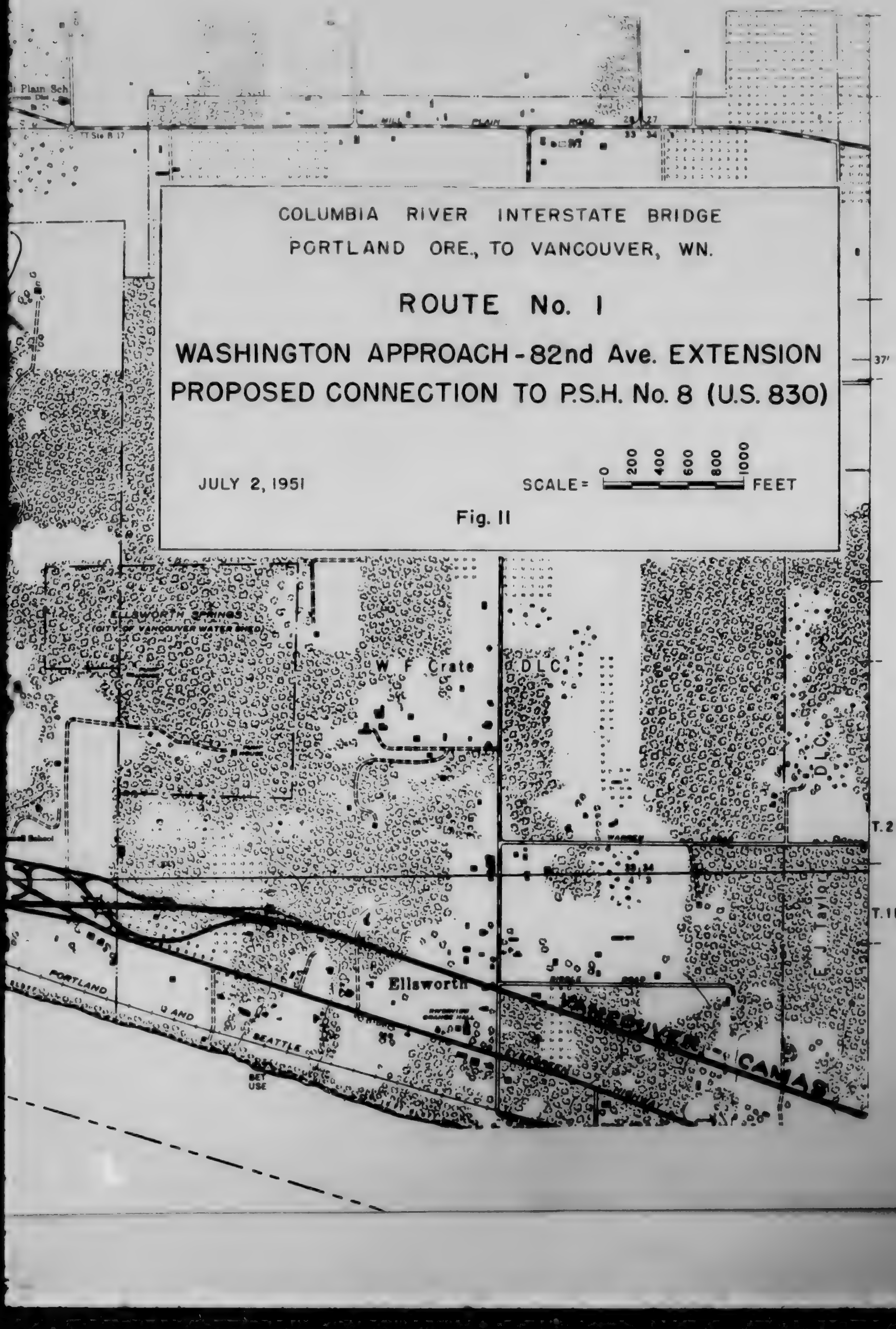
WASHINGTON APPROACH - 82nd Ave. EXTENSION

PROPOSED CONNECTION TO P.S.H. No. 8 (U.S. 830)

JULY 2, 1951

SCALE = 0 200 400 600 800 1000 FEET

Fig. 11



McLoughlin Heights

Leiser Road School

J Earnest

West Mill Plain Sch

L Leiser DLC

Stenger

PROPOSED RELOCATION U.S. HIGHWAY NO. 830

EVERGREEN HIGHWAY

MAC ARTHUR

COLUMBIA BOULEVARD

MAPLE AVE

ANDRESEN ROAD

FALLEN LEAF LAKE

BM 144.742

LEISER USE

Leiser Pt

DOLPHIN USE

WASHINGTON
OREGON

IMAGE

CLARK CO
MULTNOMAH CO

COLUMBIA RIVER

SPOKANE

PORTLAND

STA 572 +7
End of Reconnaissance

E. Nelson Rd.

County Road No. 9 To Kelso

Bridge over Salmon Crk. & Grade Separation Overpass (2 Structures)

Free

P.S.H. No. 1

D. 2°00'

Traffic Interchange Underpass (1 Structure).

Montague Road

Marble Rd.

Du Bois Road

Salmon Creek

22 23 27 26
34 35
35 36 26 25
26 25 23 24
36 31 25 30
25 30 24 19
26 30

COLUMBIA RIVER INTERSTATE BRIDGE
PORTLAND, ORE. TO VANCOUVER, WASH.
ROUTE No. 1
WASHINGTON APPROACH - 39th AVE BRIDGE TO SARA ROAD

JULY, 2-1951

SCALE: 0 500 1000 FEET

FIG. 13

Creek

Free

P. S. I.

Tenny Road.

Creek

Proposed Service Road

34 35 / 3 2

35 36 / 2 1

Geo. Sell Road.

36 31 / 1 6

Grade Separation
Underpass
(1 Structure).

Stockford

D. 1°00'

Moznette

Buckman

Quarnberg Road

Grade Separation
Underpass
(1 Structure)

Stockford

Creek

Moznette

Roane

Road

County

Road 2 1 No. 4.

1 6 / 12 7

3 2 / 10 11

11 12

Grade Separation
Overpass
(2 Structures).

Repass Ave

O.F. Reid

Sta. 410

Sta. 406

Shay

Manderville.

Manor

Anderson

ANCH.)

Repass Ave

O.F. Reid

Sta 410

Sta 406

Shay

Manderville

Anderson

Ludlum Road

Grade Separation
Overpass
(2 Structures)

Arcadia

Arcadia

NORTHERN PACIFIC (YACOLT BRANCH)

Knowss

Overpass
(Over N.P. Tracks)
(2 Structures)

Roane Ave.

No. 1

10 11
15 14

11 12
14 13

Hood
Ave

12
13

D. 2.00

Halycone

Lina Ave.

Grade Separation
Underpass
(2 Structures)

McNeel

J. D. ROSS
SUB-STATION

Moll

Cameron

Beveridge

Sunrise Ave

Moll

Manor Road

Moore

County Road 143

W. L.

Cline

Sta. 53+25
End of Manor Road Relocation

Grade Separation
Underpass
(1 Structure)

C. F. Carson

Burnt Bridge Creek

H Byrne
D.L.C.

Burnt Bridge Creek

C. F. Carson

H Byrne D.L.C

G B Ernest D.L.C

T J Thornton D.L.C

R Rockett D.L.C

J Durgan D.L.C

E Morse D.L.C

J Maney L.C

H K Hines L.C

VANCOUVER

Fourth Plain Village

Bagley Downs

Creek

Vancouver Barracks

U.S. VETERANS HOSPITAL ANNEX

Washington State School For the Blind

Washington State School for the Deaf

Underpass (1 Struct.)

Traffic Interchange

Grade Separation

Sta 0+00 Beg. Manor Road Relocation

Sta 257+00 End of Tunnel

Sta 238+75 Beg. of Tunnel

(2 Bores) 2,230'

Traffic Interchange Underpass (1 Struct.)

Traffic Interchange
Underpass (1 Struct.)

Beg. Manor Road Relocation

Fourth Plain Village

Bagley Downs

J Durgan DLC

R Rockett DLC

Traffic Interchange
Underpass (1 Struct.)

U.S. VETERANS HOSPITAL ANNEX

Grade Separation
Underpass (1 Struct.)

E Moore DLC

Creek

Sta 257+00
End of Tunnel

Washington State School For the Blind

J Maney LC

VANCOUVER

H K Hines LC

(2 Bores)

Sta 238+75
Beg. of Tunnel

Vancouver Barracks

Traffic Interchange
Underpass (1 Struct.)

Washington State School For the Deaf

W Ryan DLC

VANCOUVER AIRPORT

W Ryan DLC

Grade Separation
Overpass (2 Struct.)

J Lovelace DLC

Sta. 204
Grade Separation
Over P.S.H. No. 8 & S.P.&S. Ry.
Overpass (2 Struct.)

SPOKANE PORTLAND AND SEATTLE

VANCOUVER SHIPYARD

CLARK CO.
MULTNOMAH CO.

Vancouver Barracks

W Ryan DLC

VANCOUVER AIRPORT

J Lovelace DLC

W Ryan DLC

Nye DLC

Sta 238+19
End of Tunnel

Traffic Interchange
Underpass (1 Struct.)

Grade Separation
Overpass (2 Struct.)

Sta. 204
Grade Separation
over P.S.H. No. 8 & S.P.&S. R.R.
Overpass (2 Struct.)

VANCOUVER SHIPYARD

CLARK CO
MULTNOMAH CO

Ryan Pt

CLARK CO
MULTNOMAH CO

STA. 184+00
BEG. OF RECONNOISSANCE

WASHINGTON
OREGON

Friendly Reach

COLUMBIA RIVER

Tomenawk Island

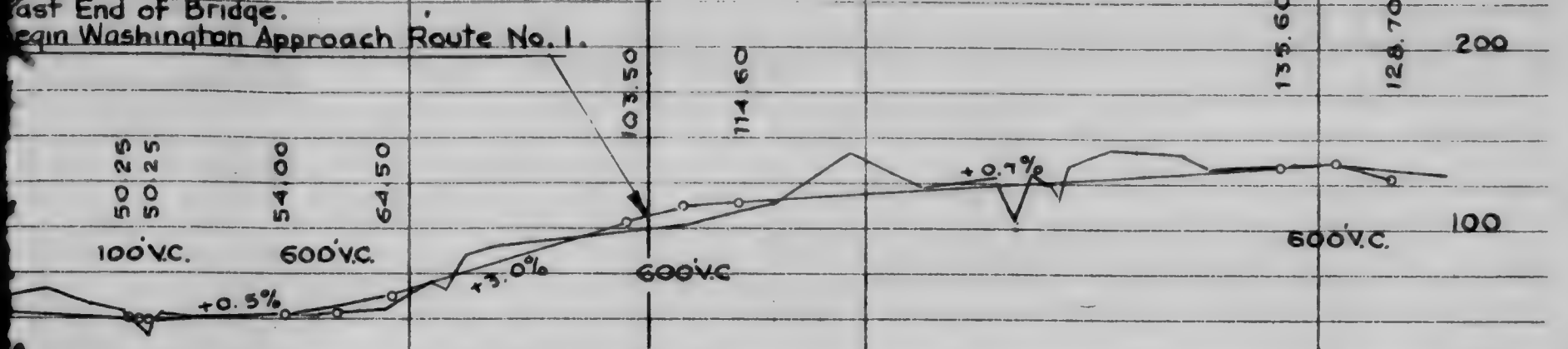
John Switzler DLC

J Switzler DLC

S Wilson DLC

G Millard

Sta. 263+00 - Intersection Portland's 82nd St. Extended
East End of Bridge.
Begin Washington Approach Route No. 1.



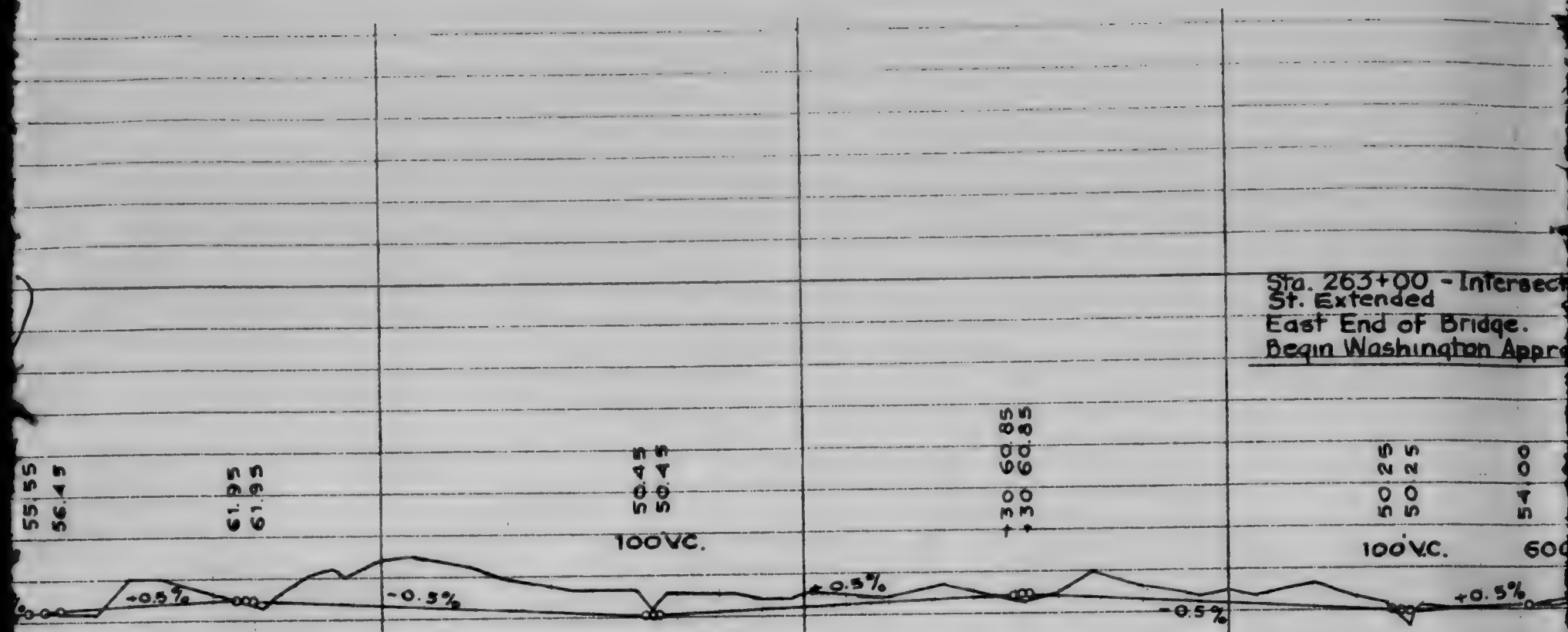
COLUMBIA RIVER INTERSTATE BRIDGE

PORTLAND, ORE., TO VANCOUVER, WN.

ROUTE No. 1
WASHINGTON APPROACH - P.S.H. No. 8
Image Sta. To 33rd Ave. EXTENDED

JULY 2, 1951 SCALE: 0 200 400 600 800 1000 2000 FEET

Fig. 14


Sta. 263+00 - Intersect
St. Extended
East End of Bridge.
Begin Washington Appro
55.55
56.45
61.95
61.95
50.45
50.45
+30 60.85
+30 60.85
50.25
50.25
54.00
100'V.C.
100'V.C.
600
-0.5%
-0.5%
+0.5%
-0.5%
+0.5%
200'V.C.
100'V.C.
100'V.C.
56.20
62.20
50.20
61.10
50.00
155+00
167+00
191+00
212+80
235+00
200

Intersection with Portland 33rd Ave. Extended
East End of Bridge Route No. 2.
Begin 39th Ave. Extended to Sara Road.

200

100

0

100

150

27.00 28.50 33.00 39.00 45.75 49.00 49.90 49.90 61.70 55.55 56.45 61.95 61.95

400 V.C. +2.0%

00%

00 %

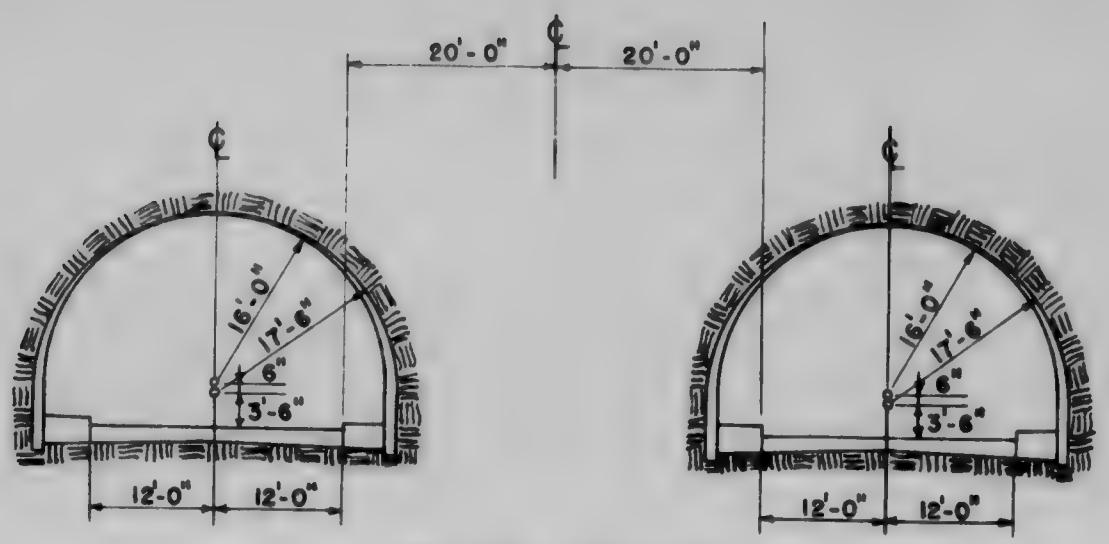
200' V.C. +0.9% +0.5%

200' V.C. 100' V.C.

27.00 49.00 49.00 56.20 62.20

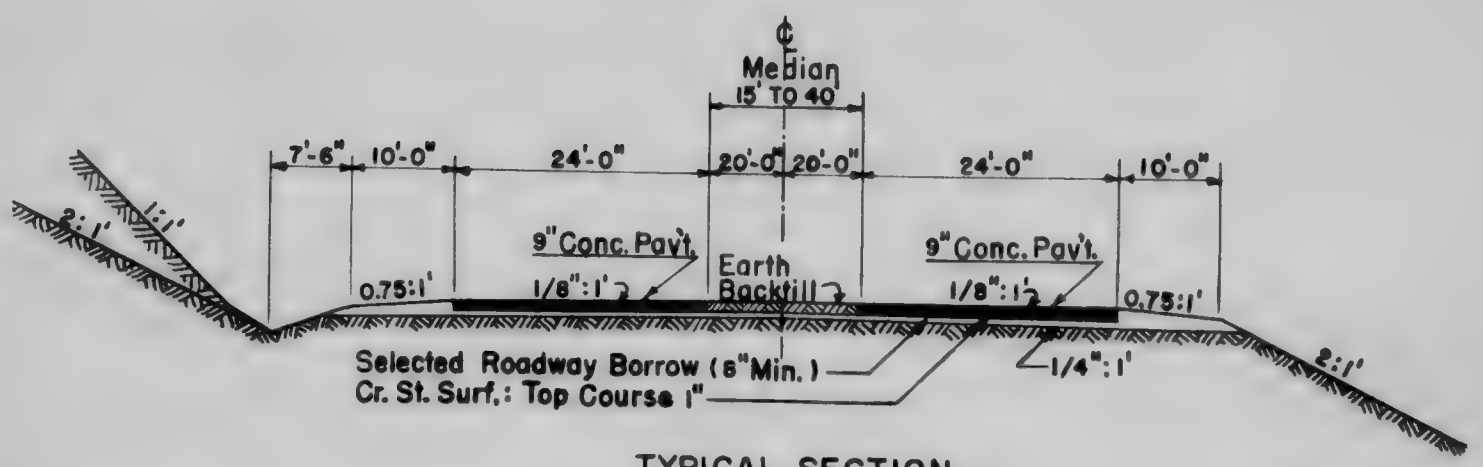
119+00 126+00 131+50 155+00 167+00

ISSANCE
Route No. 1



TUNNEL SECTION

STA. 238+27 To STA. 257+00



TYPICAL SECTION

STA. 184+00 To STA. 238+75
STA. 257+00 To STA. 572+75

COLUMBIA RIVER INTERSTATE BRIDGE
PORTLAND, ORE., TO VANCOUVER WN.

ROUTE No. 1

WASHINGTON APPROACH- 39th Ave. EXTENTION

JULY 2, 1951

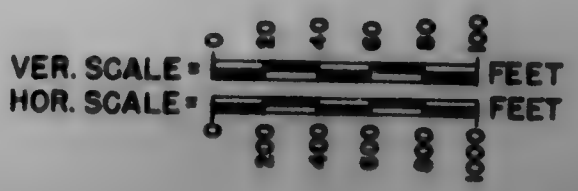
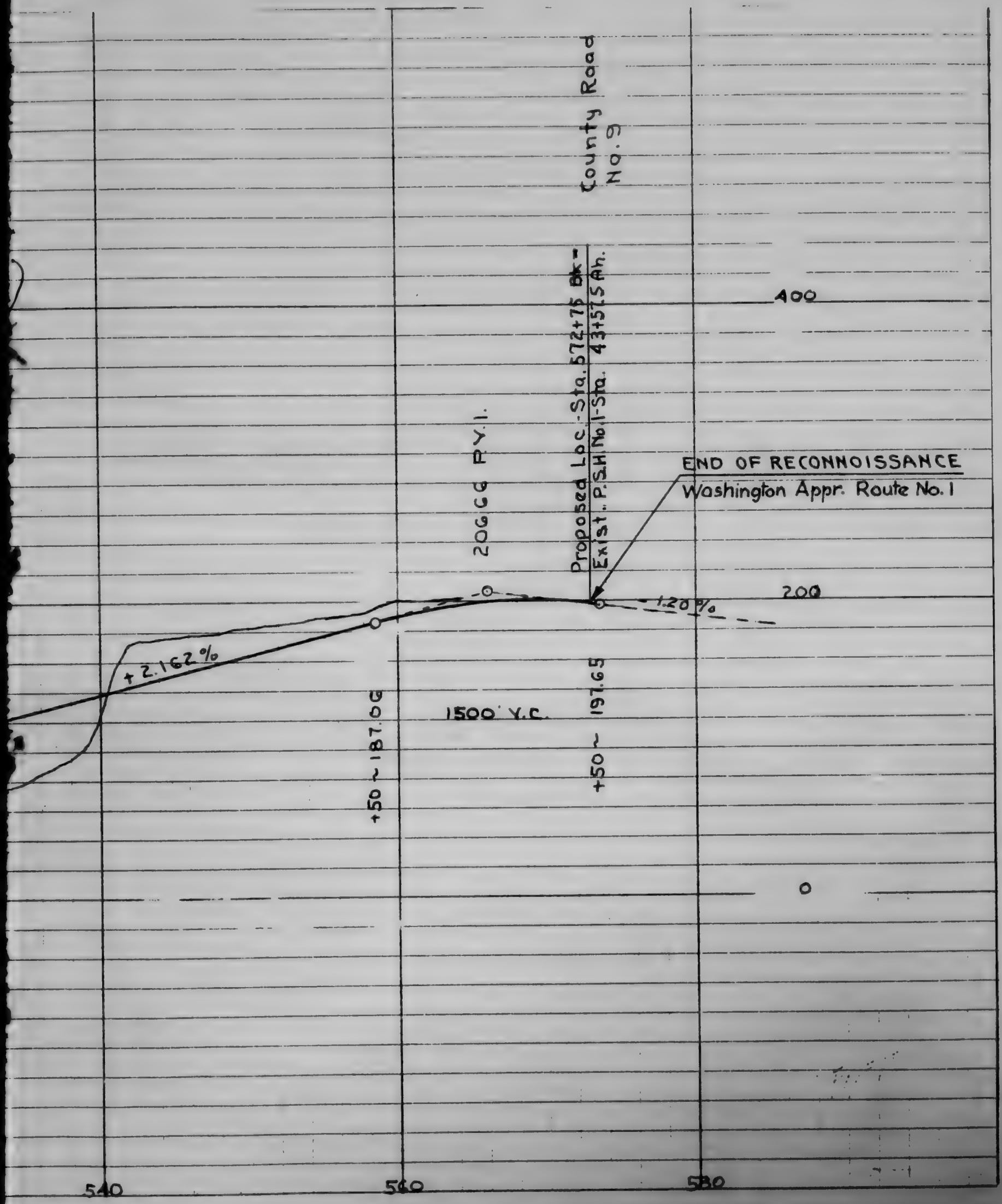
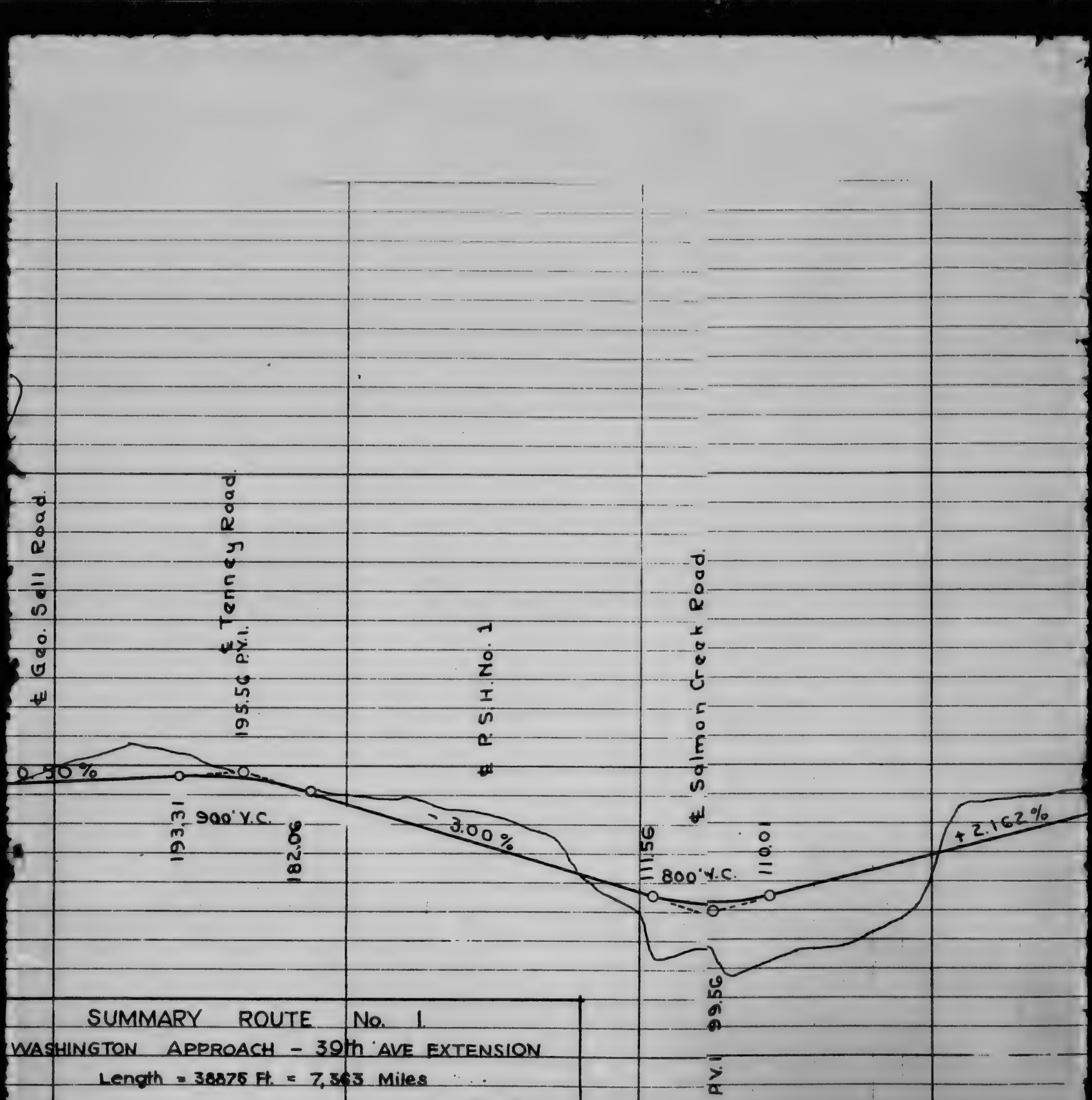


FIGURE 15


County Road
No. 9
Proposed Loc.-Sta. 572+75 Bk.-
Exist. P.S.H. No. 1-Sta. 43+57.5 Ah.
END OF RECONNOISSANCE
Washington Appr. Route No. 1
400
200
0
1.20 %
+2.162 %
20GG R.Y.I.
1500' V.C.
+50 ~ 187.06
+50 ~ 197.65
540
560
580

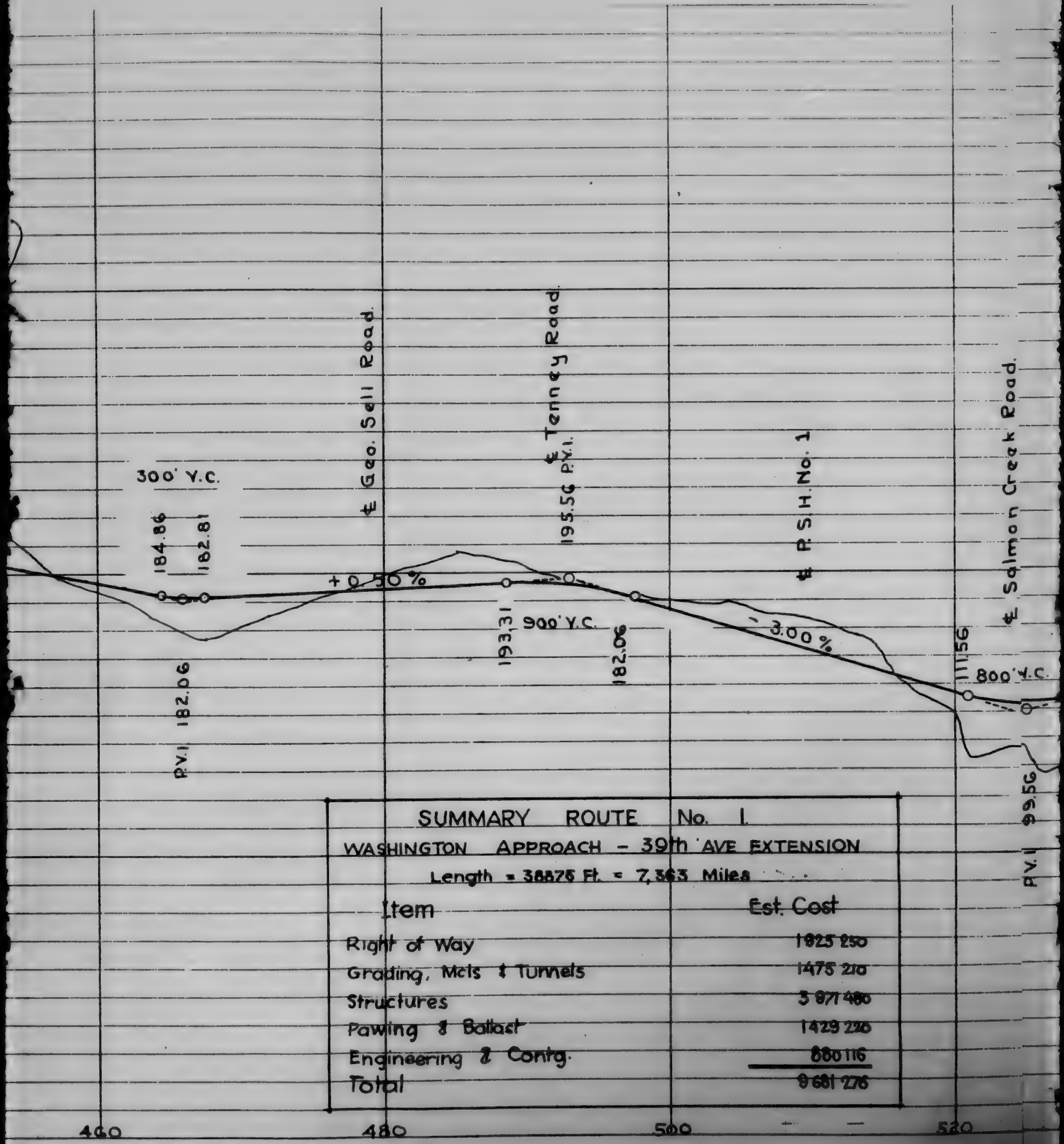


SUMMARY ROUTE No. 1

WASHINGTON APPROACH - 39th AVE EXTENSION

Length = 38875 Ft. = 7.363 Miles

Item	Est. Cost
Right of Way	1925 250
Grading, Mcls & Tunnels	1475 210
Structures	5 971 480
Paving & Ballast	1429 220
Engineering & Contg.	880 116
Total	9 681 276



SUMMARY ROUTE No. 1

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Length = 38875 Ft. = 7,363 Miles

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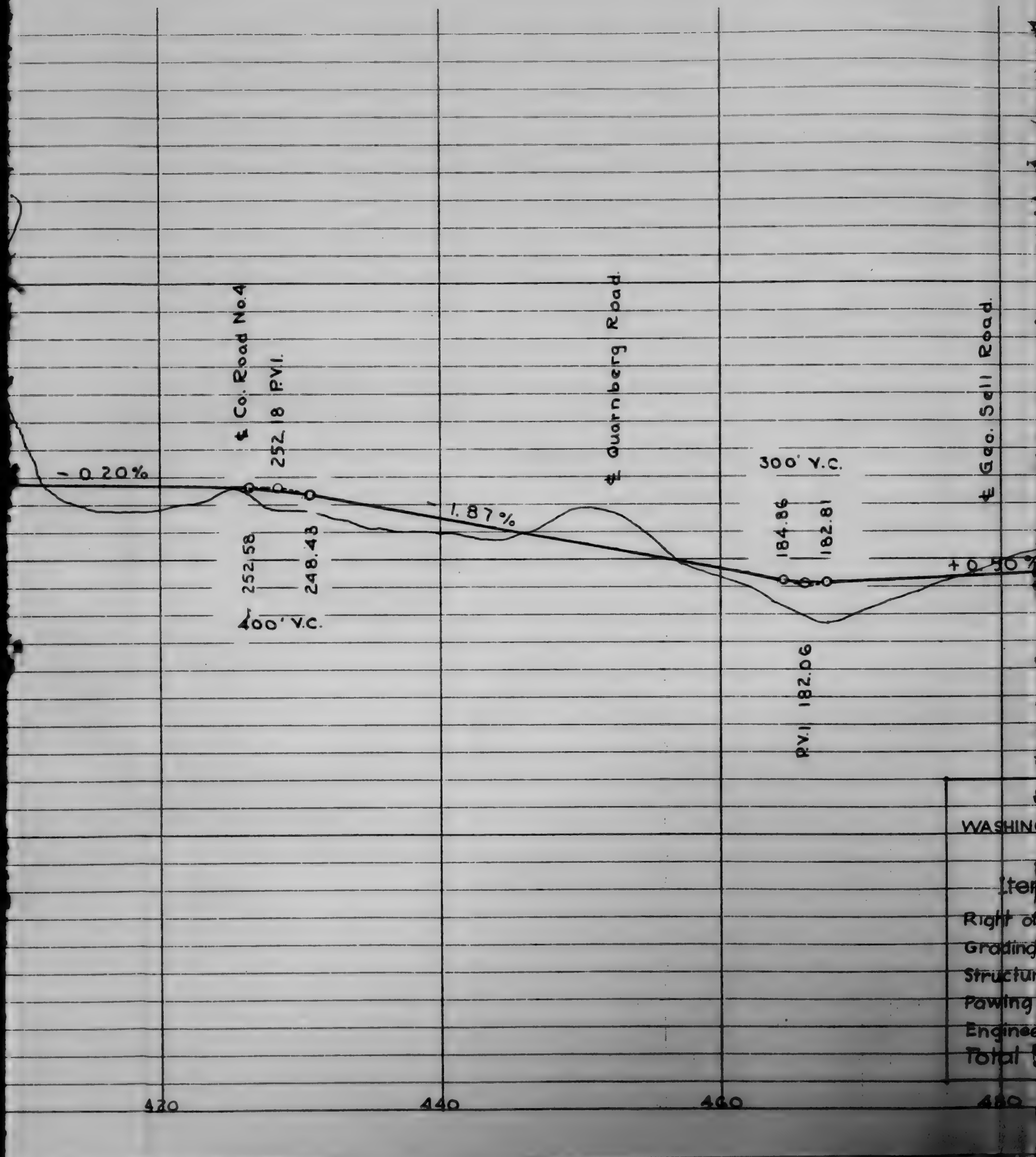


WASHIN

Iter

Right of

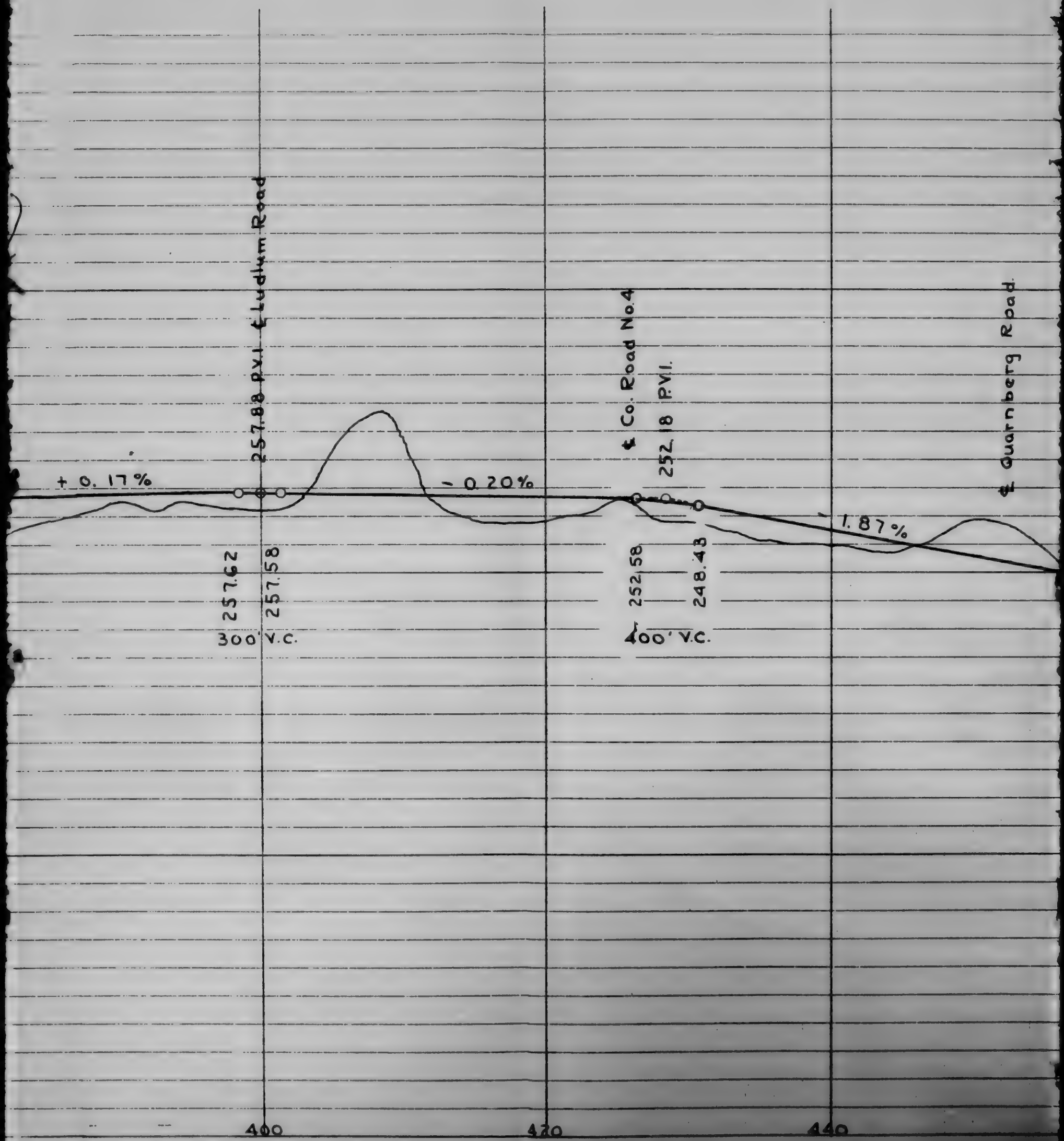
Grading

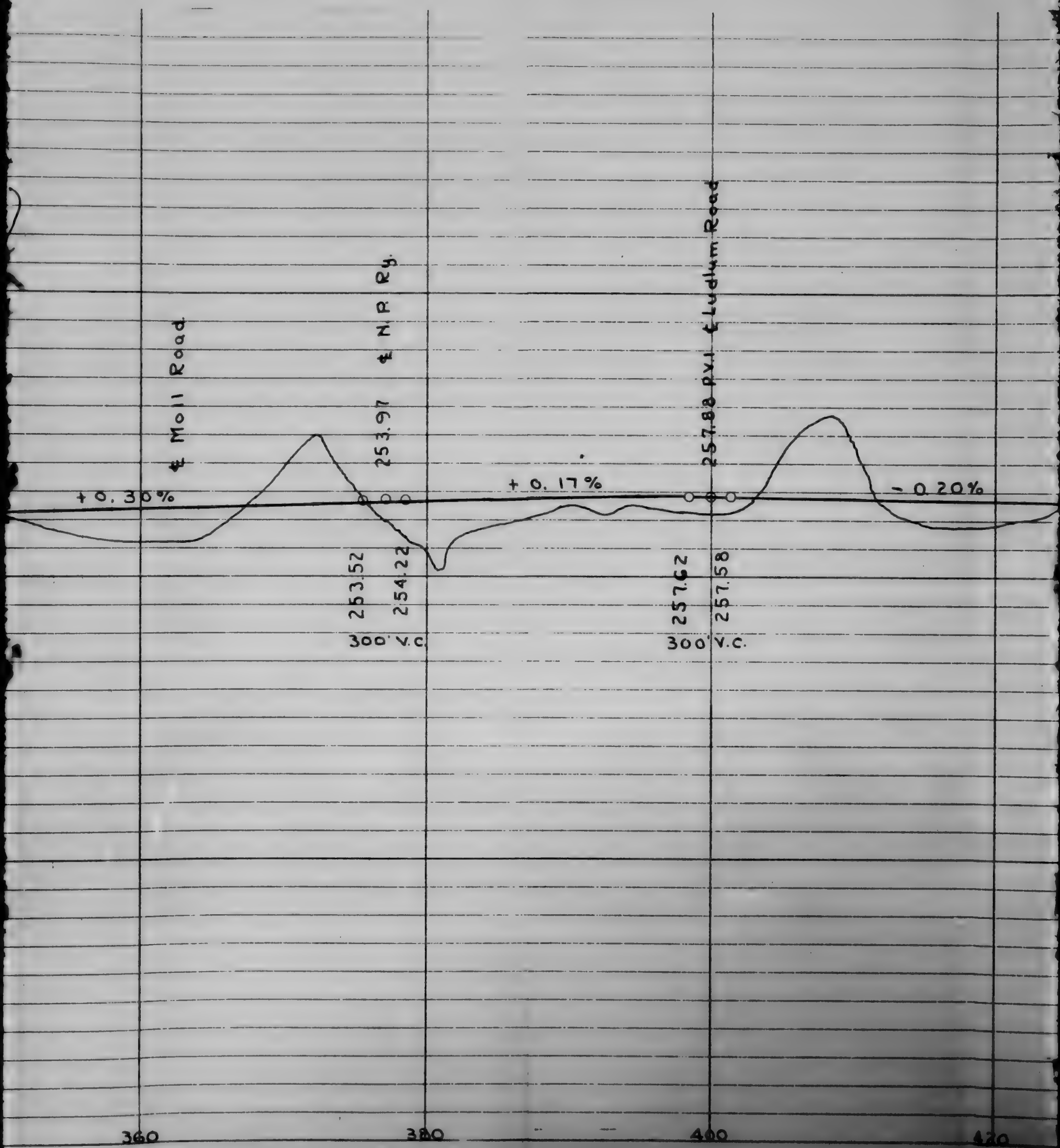
Structur

Paving

Enginee

Total


+ 0.17%
257.88 PVI ℄ Ludlum Road
- 0.20%
℄ Co. Road No.4
252.18 PVI.
1.87%
℄ Quarnberg Road
257.62
257.58
252.58
248.43
300' V.C.
400' V.C.
400
420
440


℄ Moll Road
℄ N.R Ry.
℄ Ludlum Road
+ 0.30%
+ 0.17%
- 0.20%
253.52
253.97
254.22
257.62
257.88 P.V.I.
257.58
300' V.C.
300' V.C.
360
380
400
420

ROAD RELOCATION

340 | 40

151.40

500' V.C.

159.40

P.V.1 - 147.65

+4.70%

400' V.C.

229.90

239.30

239.30 - P.V.1

Sta. 53+25 = End Manor Rd. Relocation

152.87

+3.00%

230.87

700' V.C.

241.37 P.V.1

242.42

340 | 60 | 100 | 200

℄ Co. Rd. No. 143

+0.30%

360

℄ Moll Road.

300' V.C.

253.52

254.23

253.97 ℄ N.P. Ry.

158.30

500' V.C.

160.77

161.77 P.V.I. ℄ E. 18th Str.

℄ 4th Plain Road

200

100

200

280

300' V.C.

175.40 Int. Grand Ave. & 29th Str.

175.40 ~ P.V.I.

173.15

172.40

P.V.I. 170.15

-1.50%

300' V.C.

169.70

-0.30%

0.40%

Sta. 12+10 =

Sta. 291+85 + Prop. Loc.

Sta. 291+85 =

Sta. 12+10 Manor Road Relocation.

PROPOSED MANOR ROAD RELOCATION

300' V.C.

167.60

167.15 P.V.I.

164.90

-1.50%

300

20

146.37

500' V.C.

P.V.I 145.37

151.40

152.87

500' V.C.

P.V.I - 147.65

159.40

+4.70%

+3.00%

320

40

400' V.C.

229.90

239.30 ~ P.V.I.

239.30

℄ Lower River Road.

99.00

300' V.C.

104.09

102.00 P.V.I.

240

℄ P. S. H. No. 8

+ 1.39%

℄ Mill Plain Road

240

Tunnel

158.30

500' V.C.

160.77

161.77 P.V.I. ℄ E. 18th Str.

℄ 4th Plain Road

100

200

280

175.40 Int. Grant Ave. & 29th Str.

175.40 ~ P.V.I.

300' V.C.

173.15

172.40

P.V.I. 170.15

-1.30%

0.40%

STA. 184+00 BEG. OF RECONNOISSANCE

Route No. 1 - 39th Ave. Extension

180

200

400

200

+1.50%

77.75

300' V.C.

80.00

℄ S.P.&S.Ry.

80.00 P.V.I.

P.V.I. 80.00

80.00

300' V.C.

83.00

+2.00%

℄ Lower River Road

300' V.C.

99.00

102.00 P.V.I.

104.09

220

℄ P.S.H. No. 8

+1.39½%

240

℄ Mill Plain Road

Tunnel

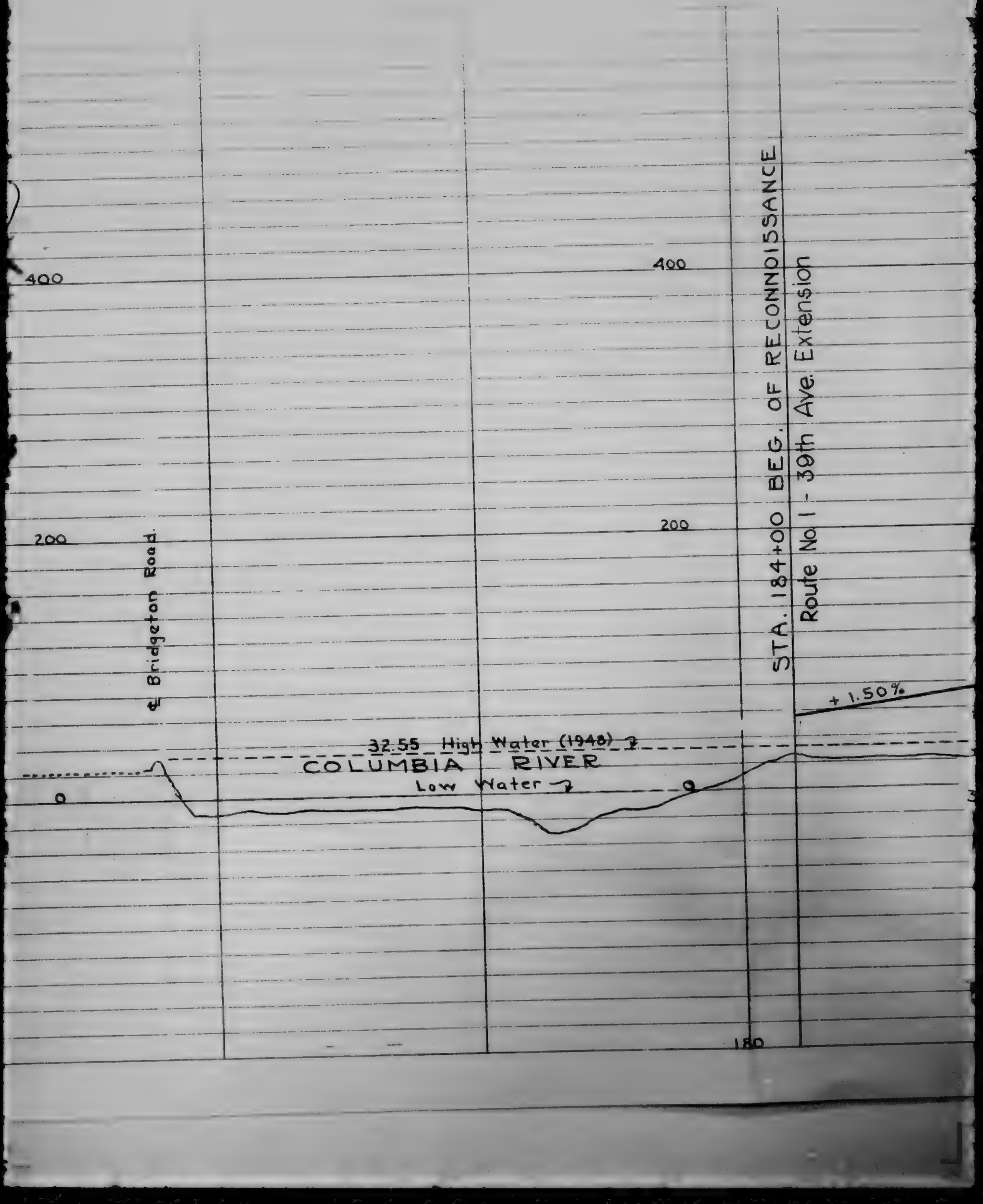

400
200
℄ Bridgeton Road.
0
400
200
BEG. OF RECONNOISSANCE
STA. 184+00 E
Route No 1 - 39th Ave. Extension
+ 1.50%
32.55 High Water (1948)
COLUMBIA RIVER
Low Water
0
180

Fig. 17 Route No. 2

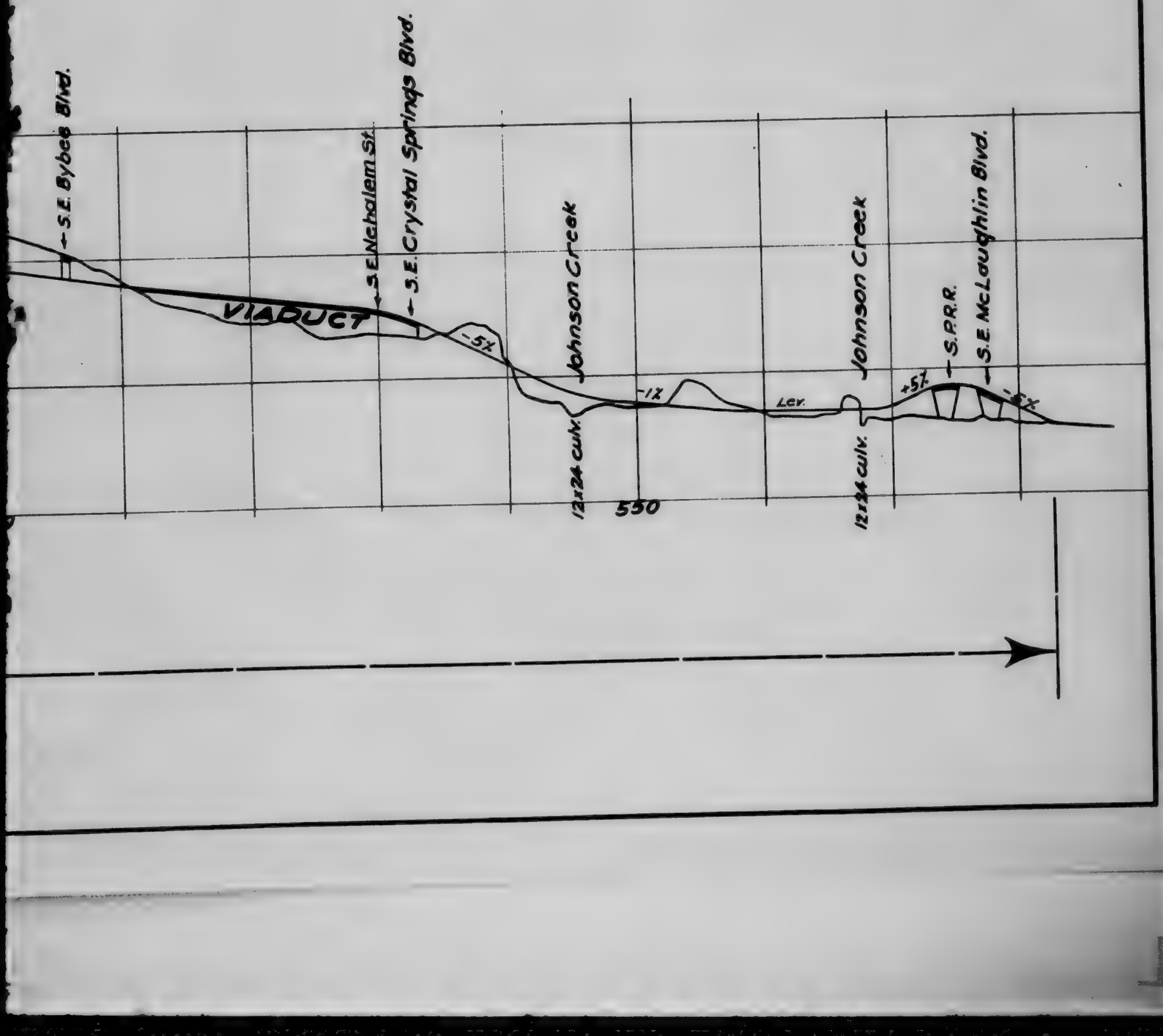
OREGON STATE HIGHWAY DEPARTMENT

RECONNAISSANCE

COLUMBIA RIVER BRIDGE VIA 33RD - 39TH AVENUES EXTENSION

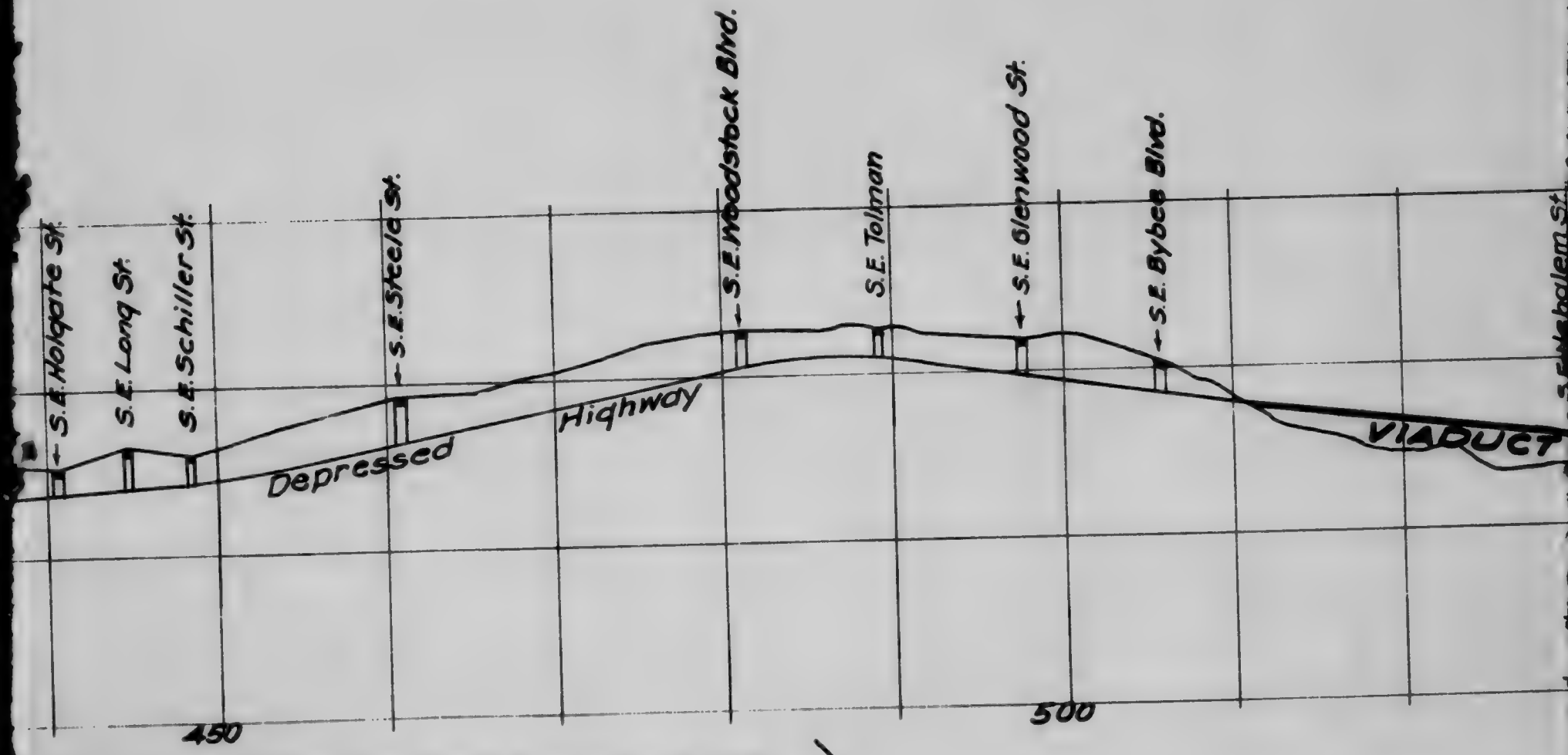
Scale:- Hor. 1" = 1000' Vert. 1" = 100'

May 1951



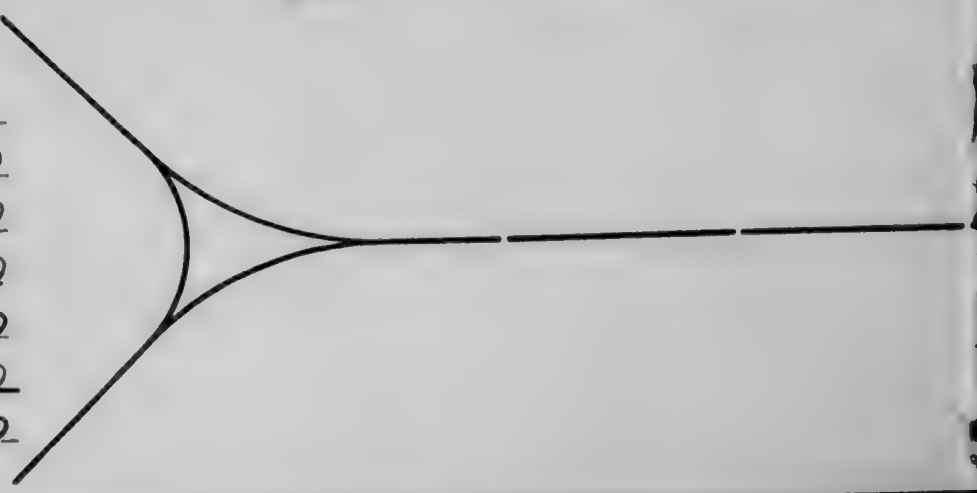
SUMMARY

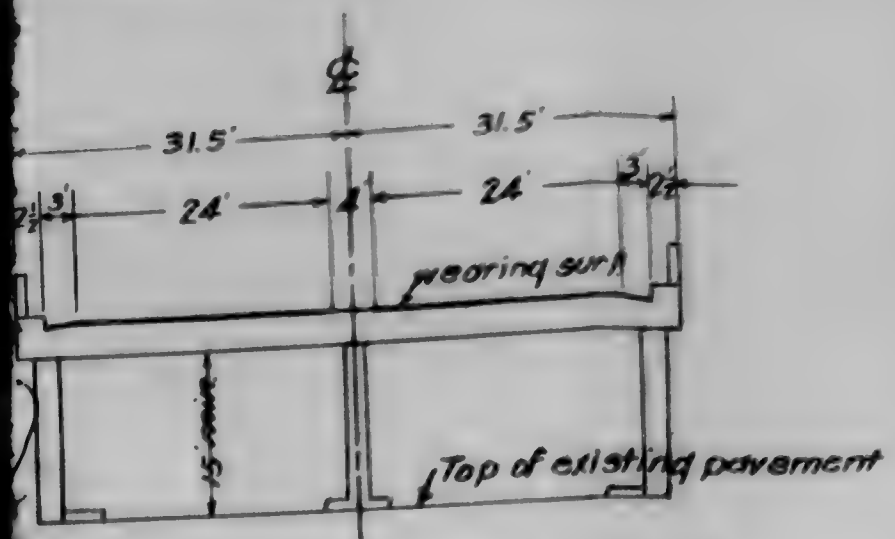
Grading and Tunnels	4,442,000
Structures	6,978,000
Surfacing	1,110,000
Engineering and Contingencies	1,254,000
Total Construction Cost	13,784,000
Right of Way	13,000,000
Total	$ 26,784,000



SULLIVAN GULCH TO McLAUGHLIN BLVD

ding and Tunnels	2,427,000
uctures	3,725,000
facing	684,000
ineering and Contingencies	684,000
Total Construction Cost	7,520,000
ht of Way	7,300,000
Total	$ 14,820,000



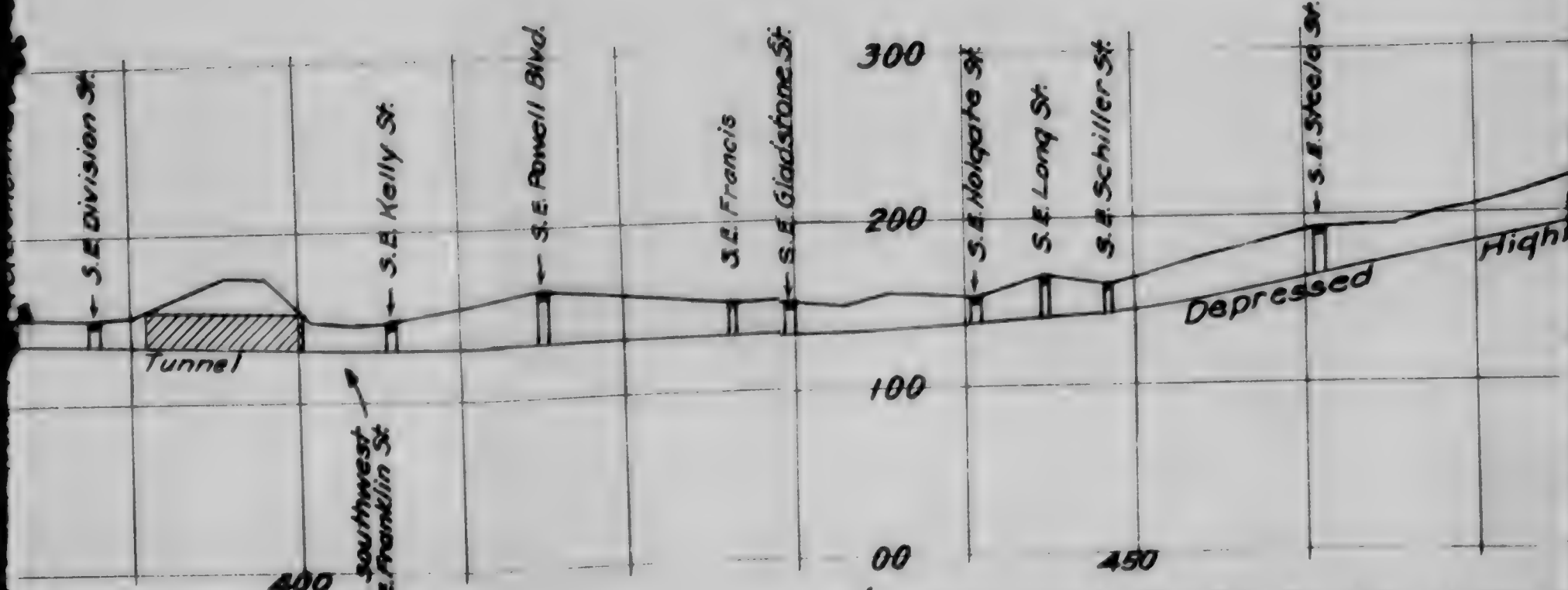


Typical Viaduct Section

min. width of right of way 80' desired

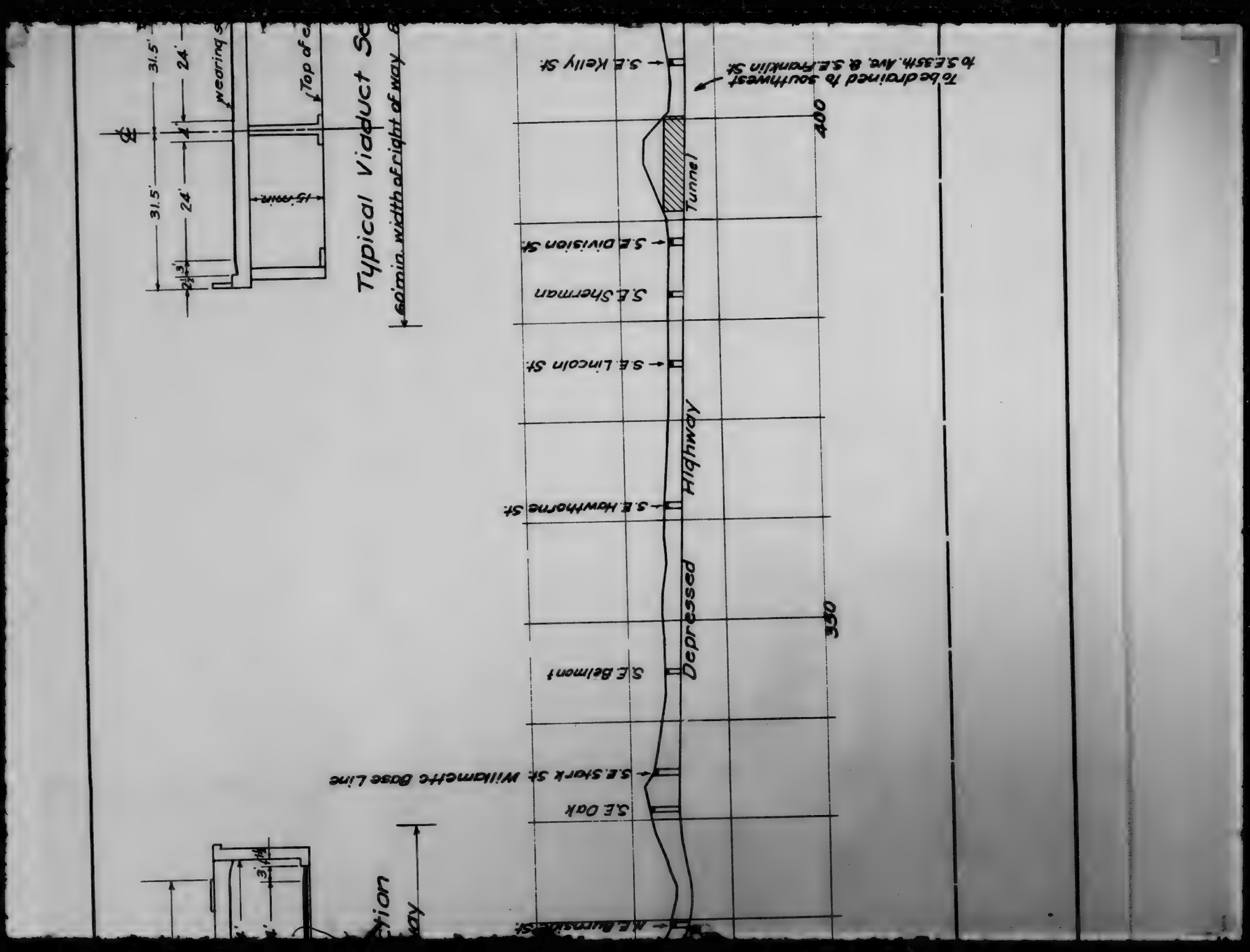
SUM

Grading and Tunnels	
Structures	
Surfacing	
Engineering and Contin	
Total Construction	
Right of Way	
Total	



SULLIVAN GULCH TO McLAUGHLIN

Grading and Tunnels	2,
Structures	3,
Surfacing	
Engineering and Contingencies	
Total Construction Cost.	7,
Right of Way	7,
Total	$ 14,


Typical Viaduct Se
60 min. width of right of way
31.5'
24'
wearing s
Top of c
15 min.
2½"
3"
To be drained to southwest
to S.E 35th. Ave. & S.E. Franklin St.
S.E. Kelly St.
Tunnel
400
S.E. Division St.
S.E. Sherman
S.E. Lincoln St.
Highway
S.E. Howthorne St.
Depressed
330
S.E. Belmont
S.E. Stark St. Willamette Base Line
S.E. Oak
N.E. Burnside St.
ction
way

Typical Tunnel Section
80' right of way

60' Street

34' 24' 15' 3½'

34' 24' 3½'

S.E. Belmont

Depress

S.E. Stark St. Willamette Base Line

S.E. Oak

N.E. Burnside St.

N.E. Davis

N.E. Gilsan St.

N.E. Laddington Ct.

N.E. Laurelhurst

N.E. Hassalo

N.E. Multnomah St.

Service rd. both sides

N.E. Senate St. to be closed

N.E. Chico St.

U.P.R.R. Sullivan Gulch

N.E. Halsey St.

N.E. Broadway

Sandy Blvd.

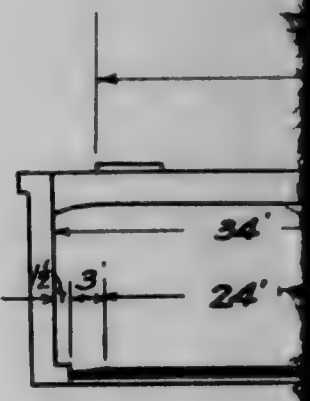
N.E. Tillamook St.

1.15%

UCT

350

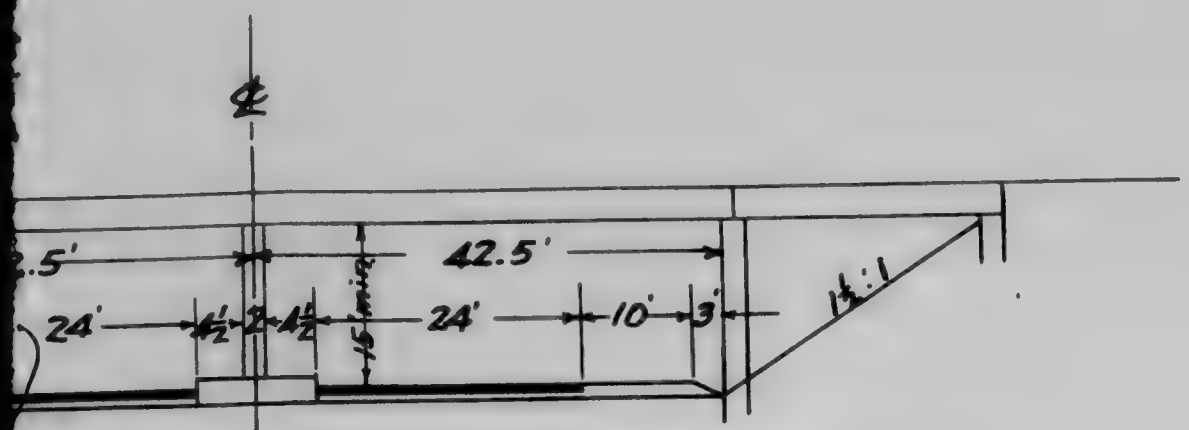
300



Typical

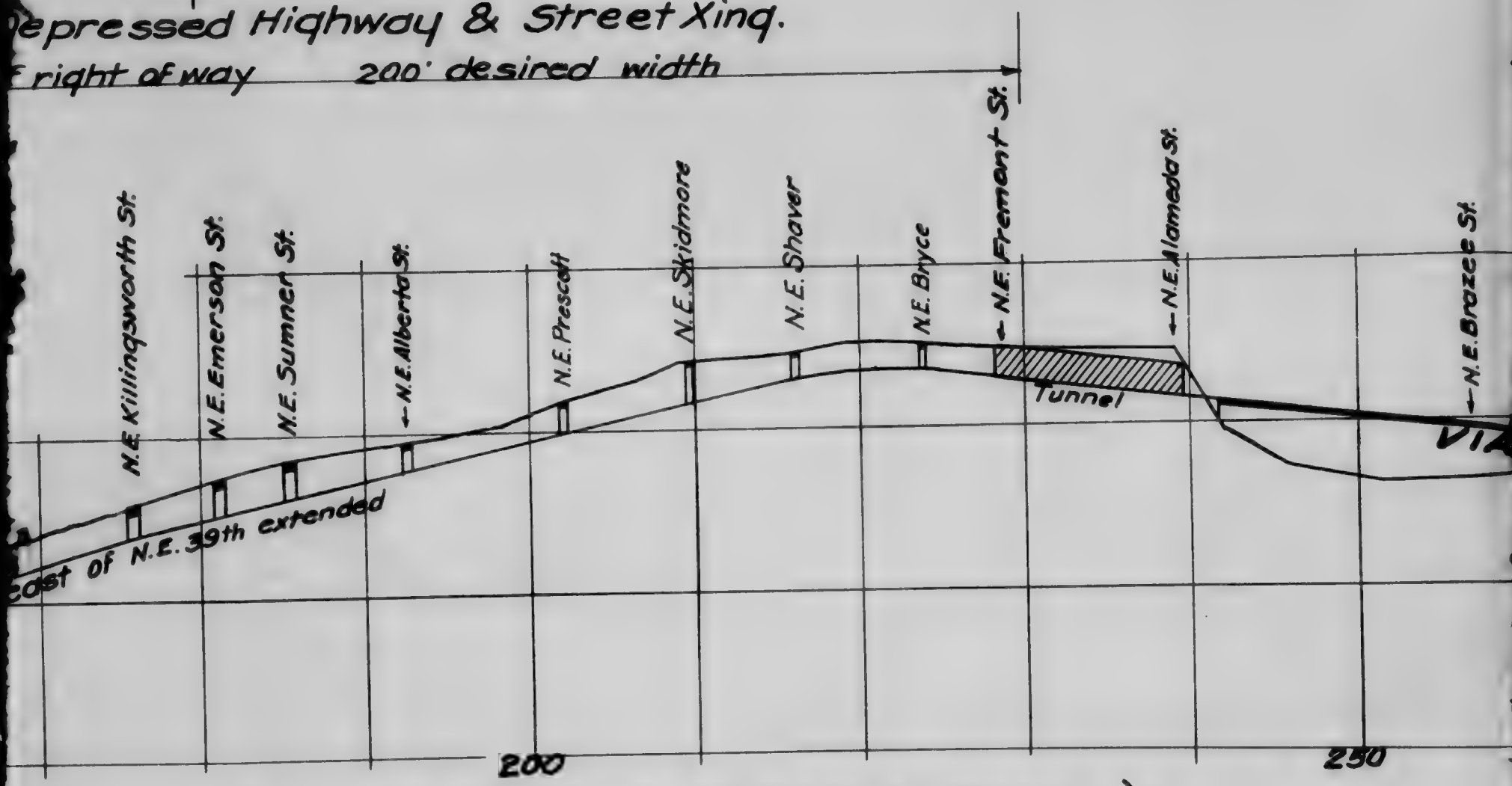
SULLIVAN GULCH

	2,015,000
	3,253,000
	426,000
cies	570,000
t	6,264,000
	5,700,000
	$ 11,964,000



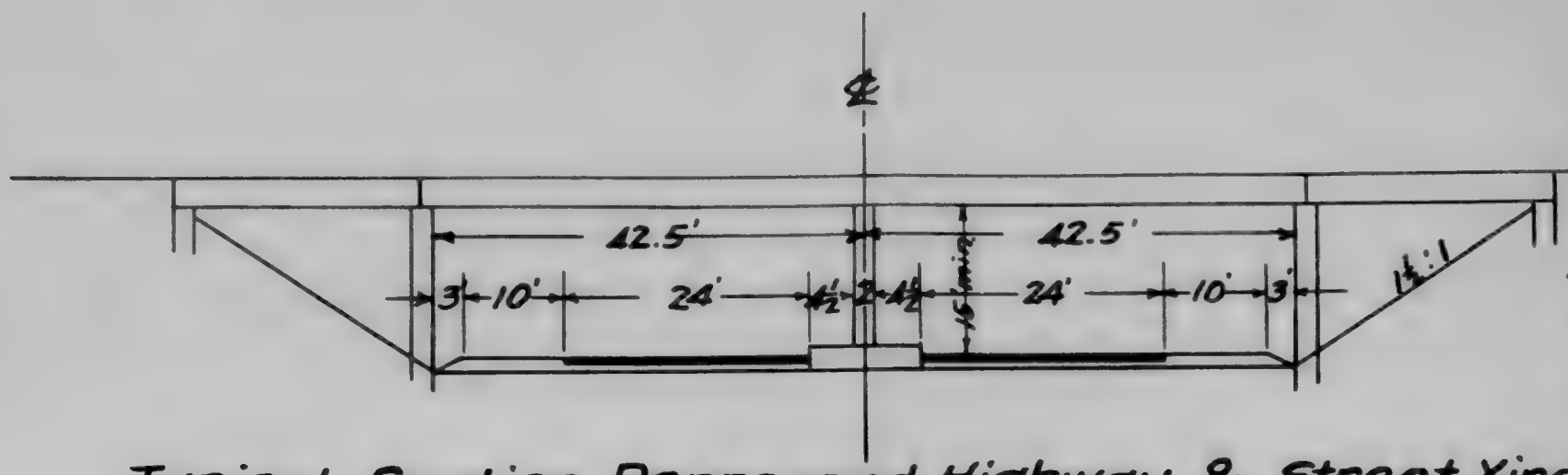
Depressed Highway & Street Xing.

Right of way 200' desired width



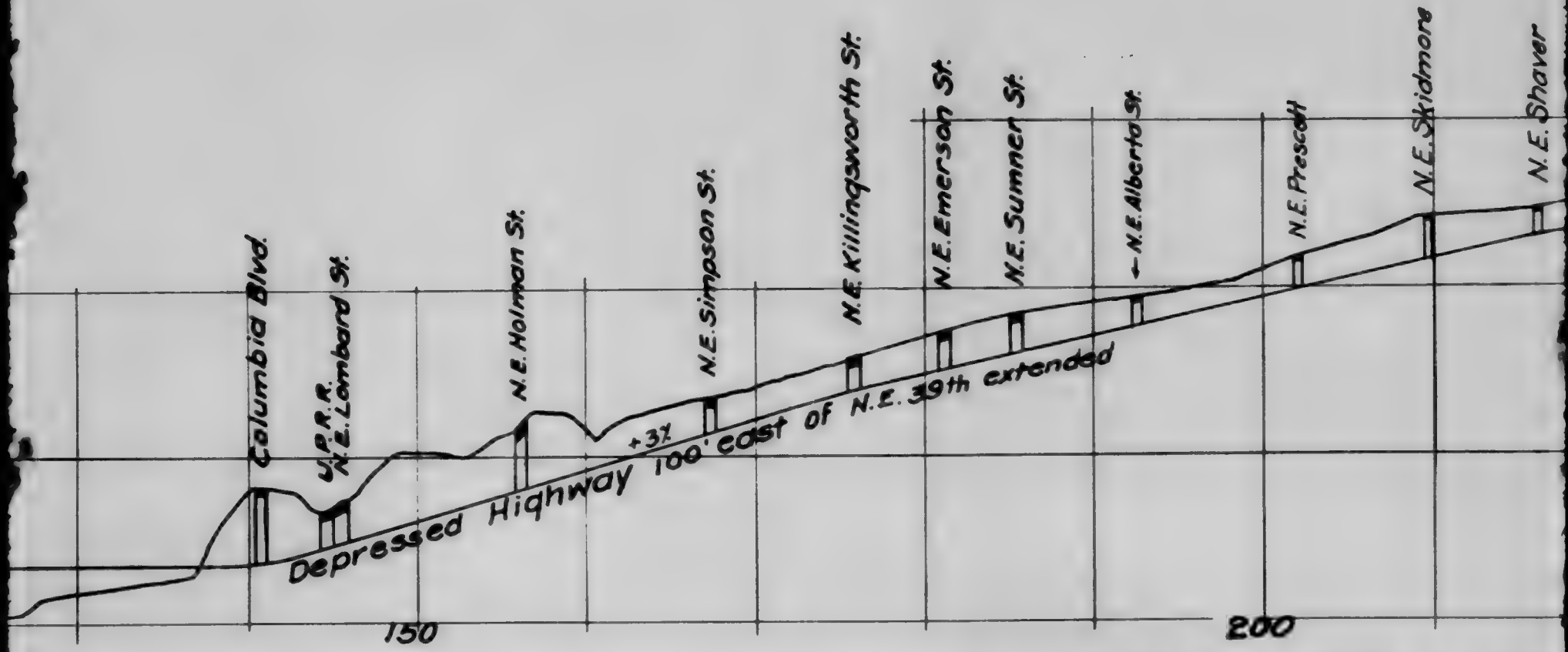
COLUMBIA RIVER TO SULLIVAN GULCH

Grading and Tunnel	2,015,000
Structures	3,253,000
Surfacing	426,000
Engineering and Contingencies	570,000
Total Construction Cost	6,264,000
Right of Way	5,700,000
Total	$ 11,964,000



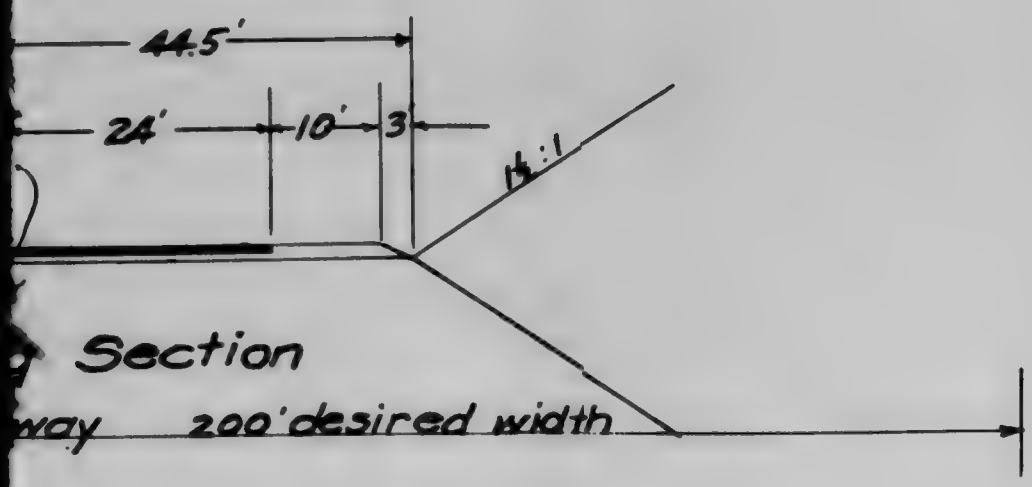
Typical Section Depressed Highway & Street Xing.

150' minimum width of right of way 200' desired width



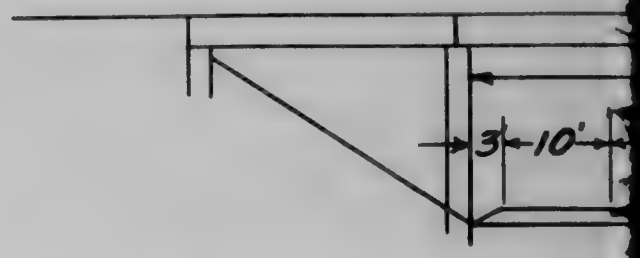
COLUMBIA RIVER TO SUL

Grading and Tunnel	
Structures	
Surfacing	
Engineering and Contingencies	
Total Construction Cost	
Right of Way	
Total	



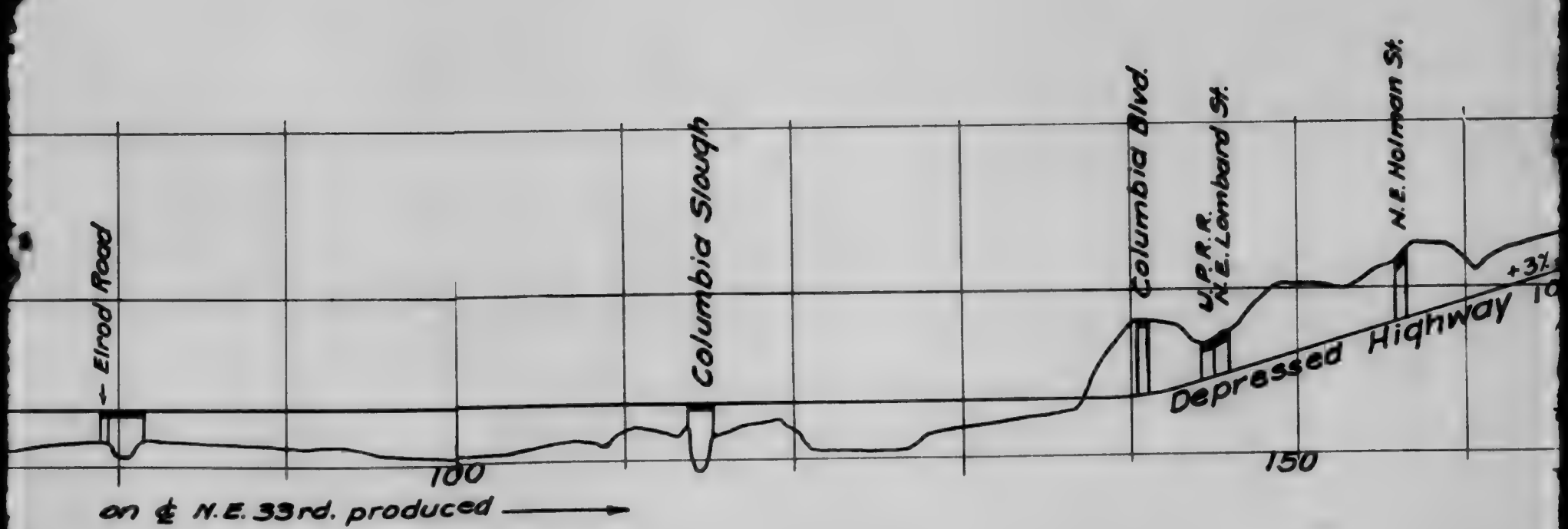
g Section

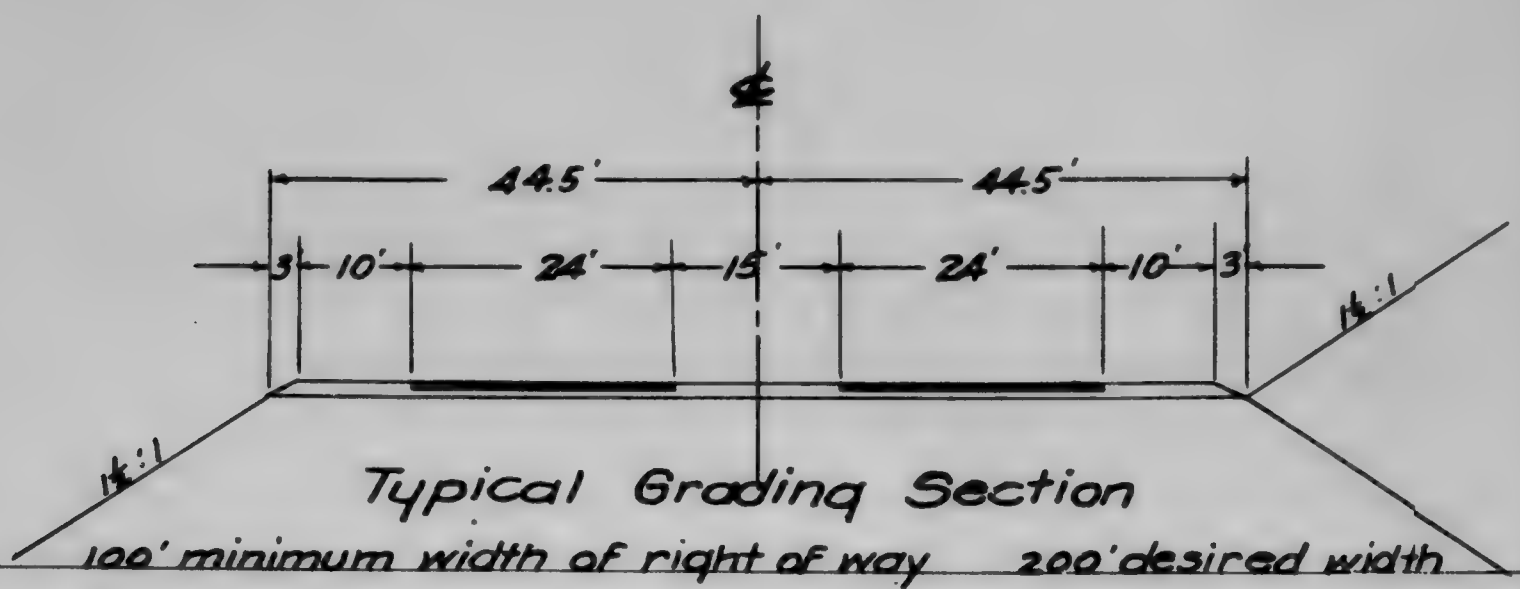
way 200' desired width



Typical Section

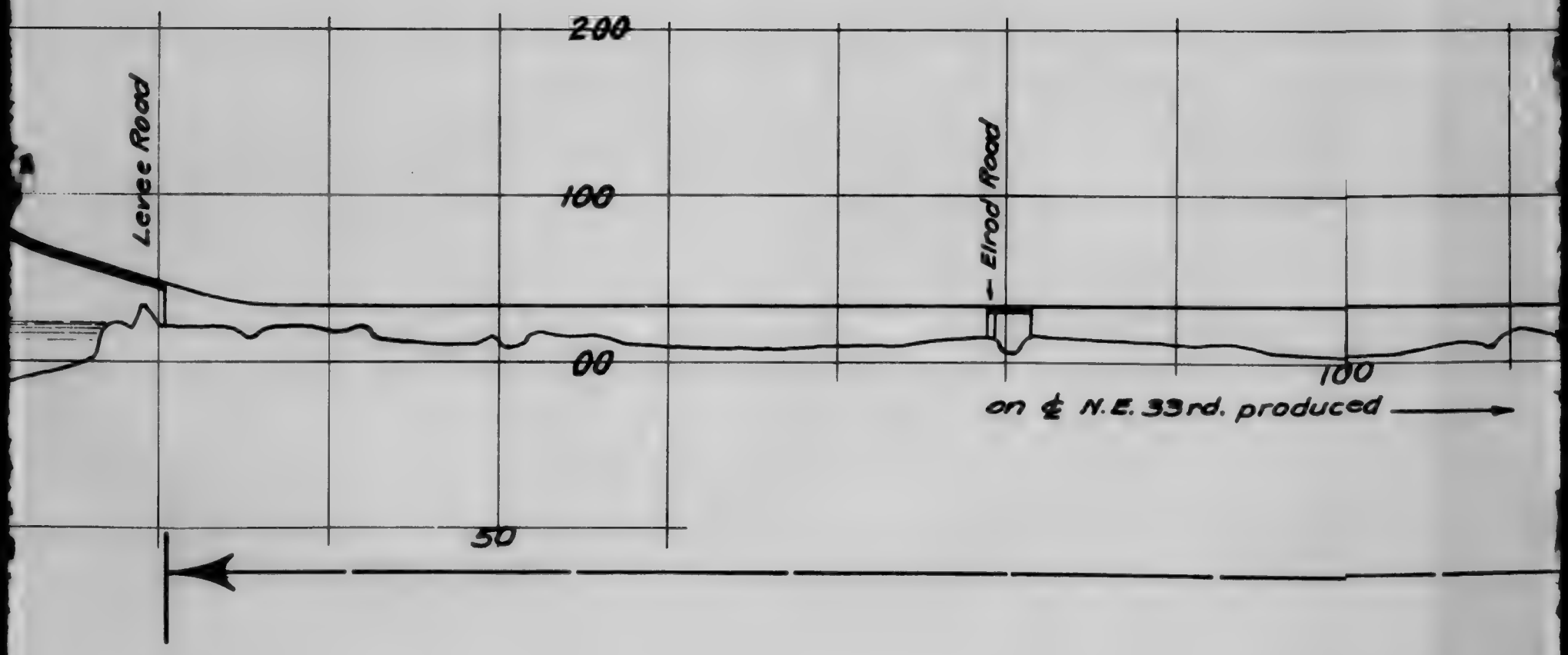
150' minimum width





Typical Grading Section

100' minimum width of right of way 200' desired width



S.P.& S.R.R.

WASHINGTON

OREGON

COLUMBIA RIVER

Levee Road

100' min.

1:1

Fig. 19 Route No. 3

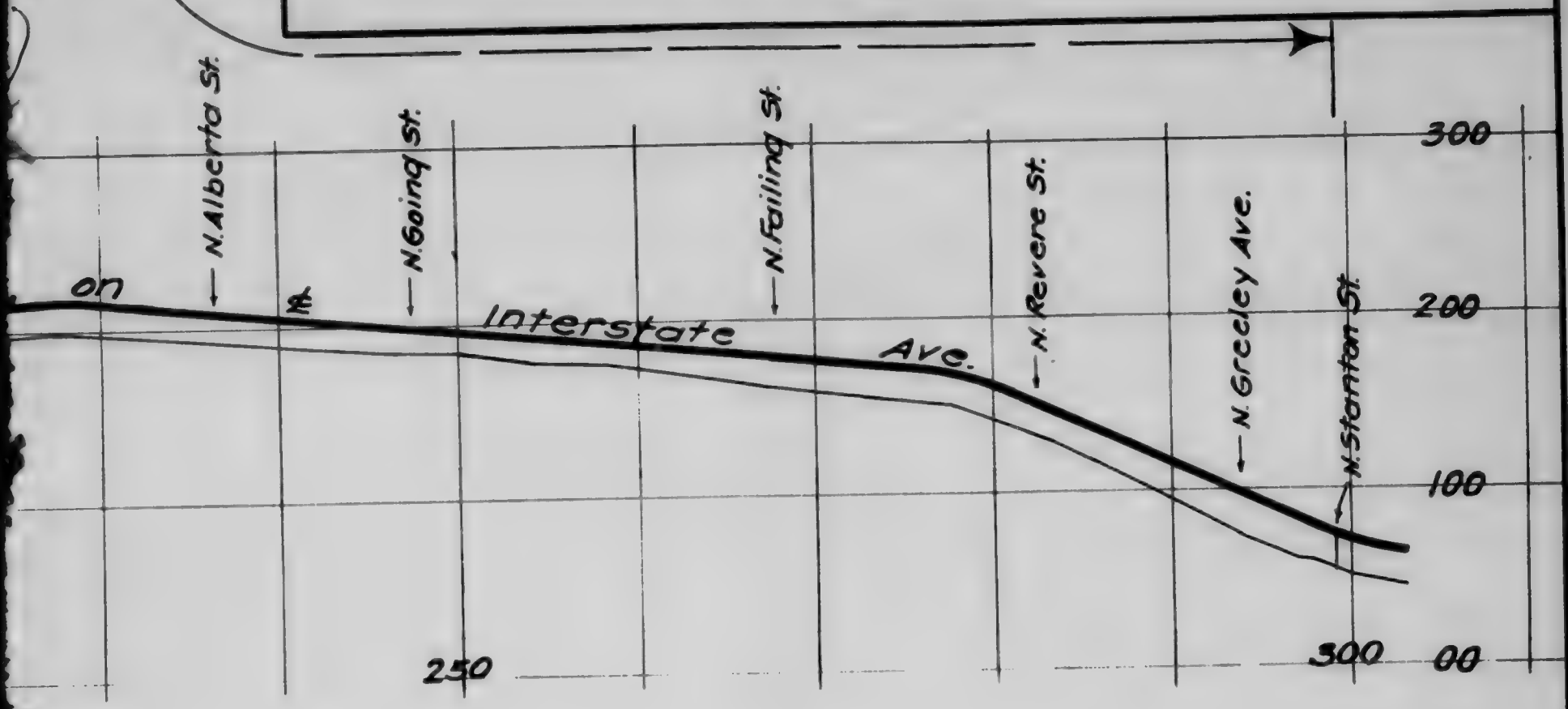
OREGON STATE HIGHWAY DEPARTMENT

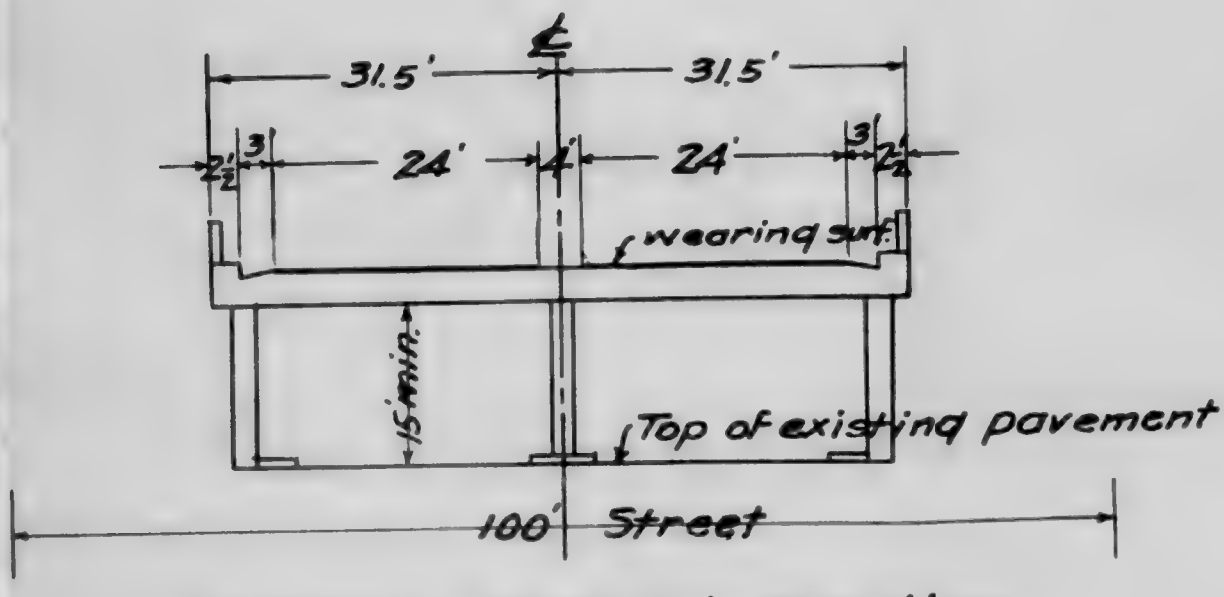
RECONNAISSANCE

COLUMBIA RIVER BRIDGE
VIA INTERSTATE BRIDGE & INTERSTATE AVE.

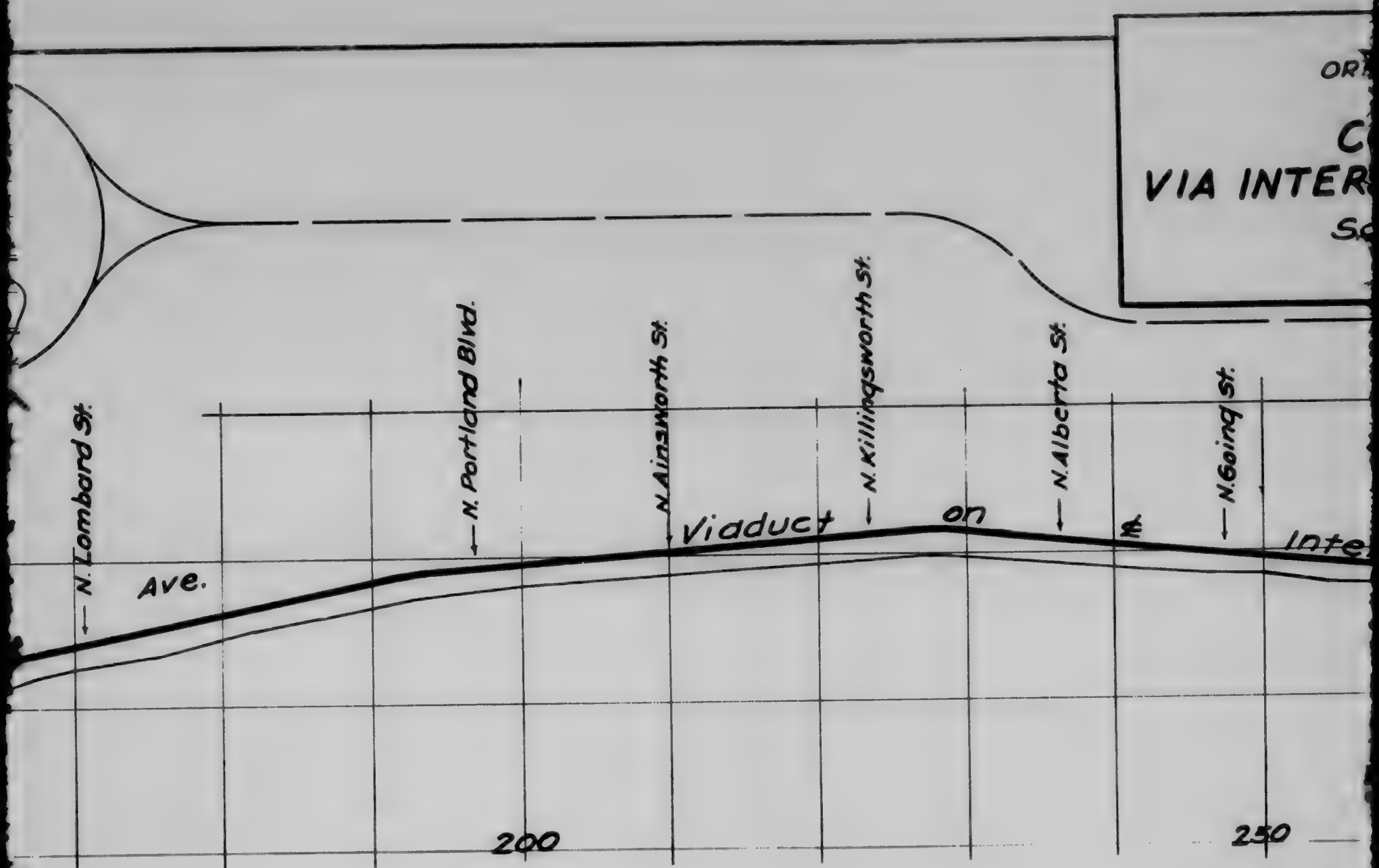
Scale:- Hor. 1"=1000' Vert. 1"=100'

May 1951



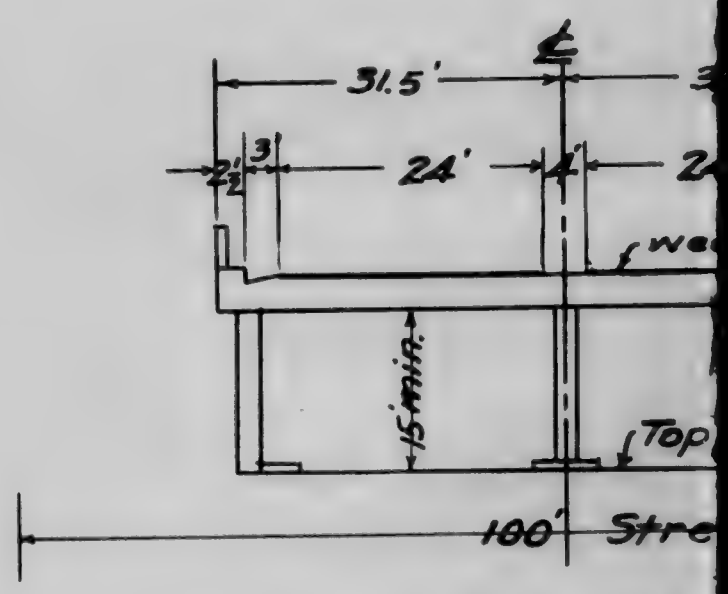


Typical Viaduct Section



SUMMARY

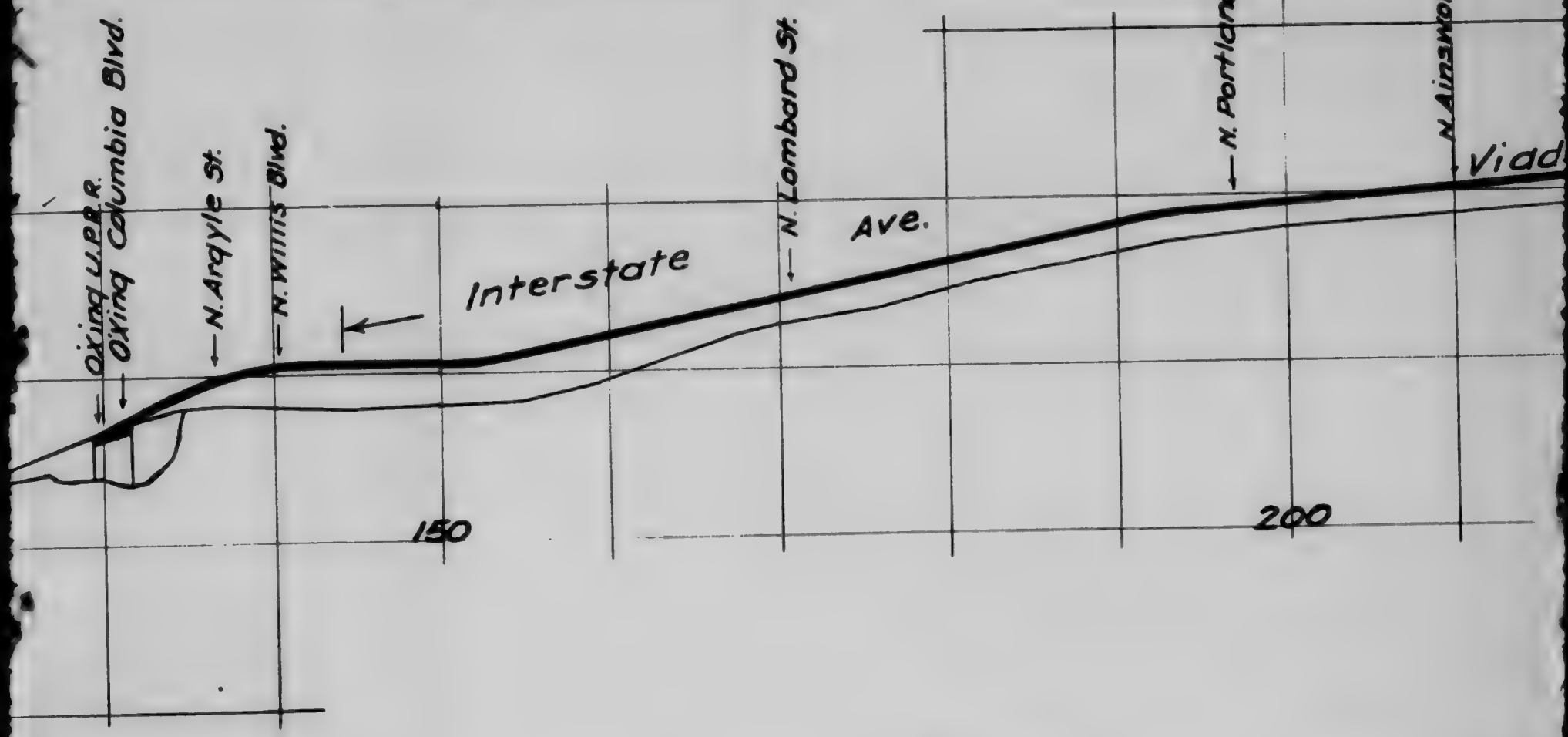
	$ 192,000
s	9,309,000
	164,000
ng and Contingencies	966,000
Construction Cost	$10,631,000
Way	2,501,000
Cost	$ 13,132,000

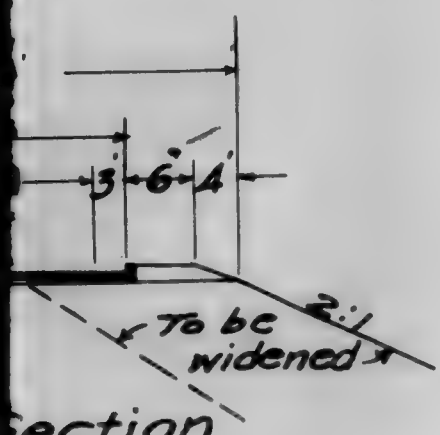


Typical Viaduct

ER AVENUE TO N. STANTON ST.

	$ 157,000
	8,218,000
	135,000
and Contingencies	851,000
onstruction Cost	$ 9,361,000
	2,451,000
Cost	$ 11,812,000



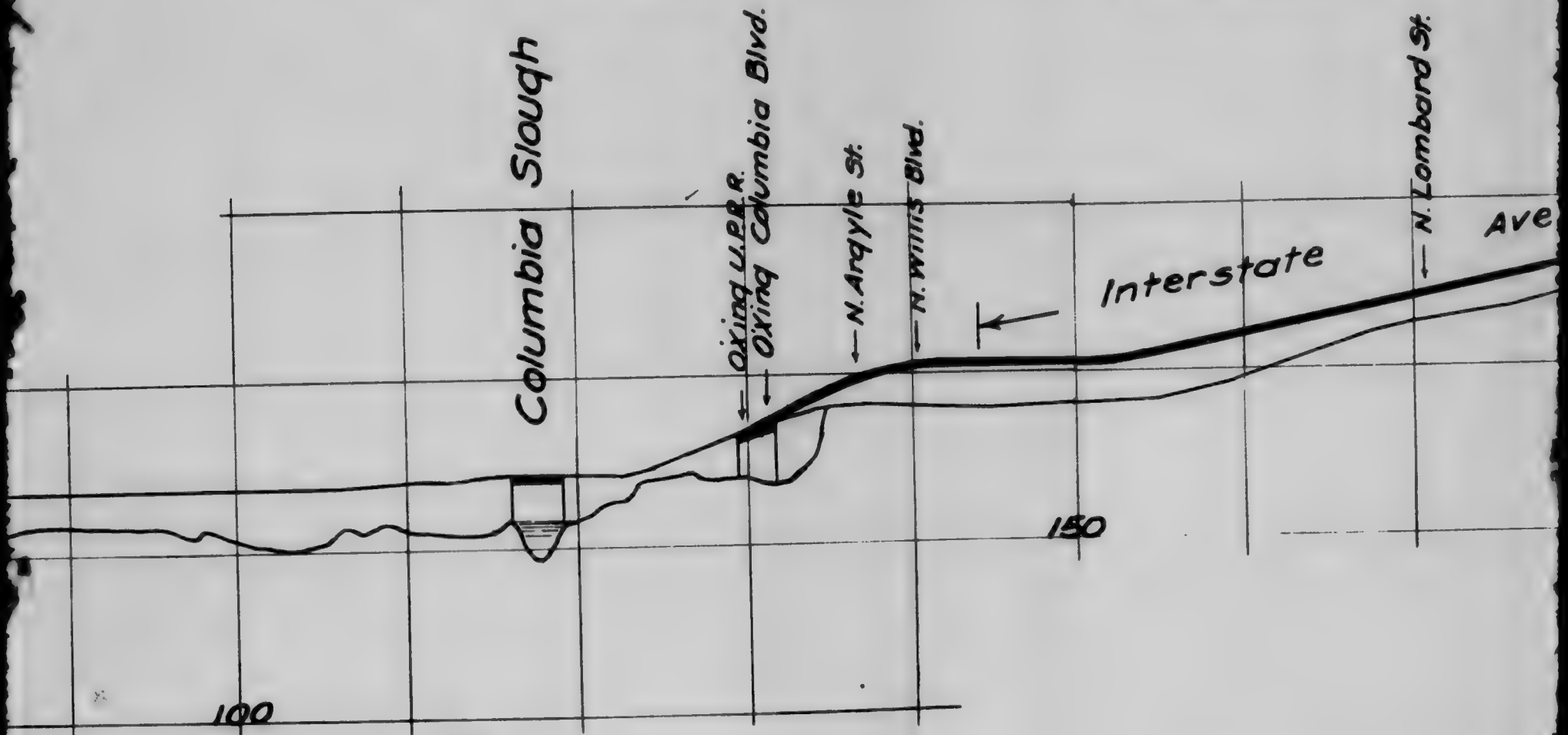


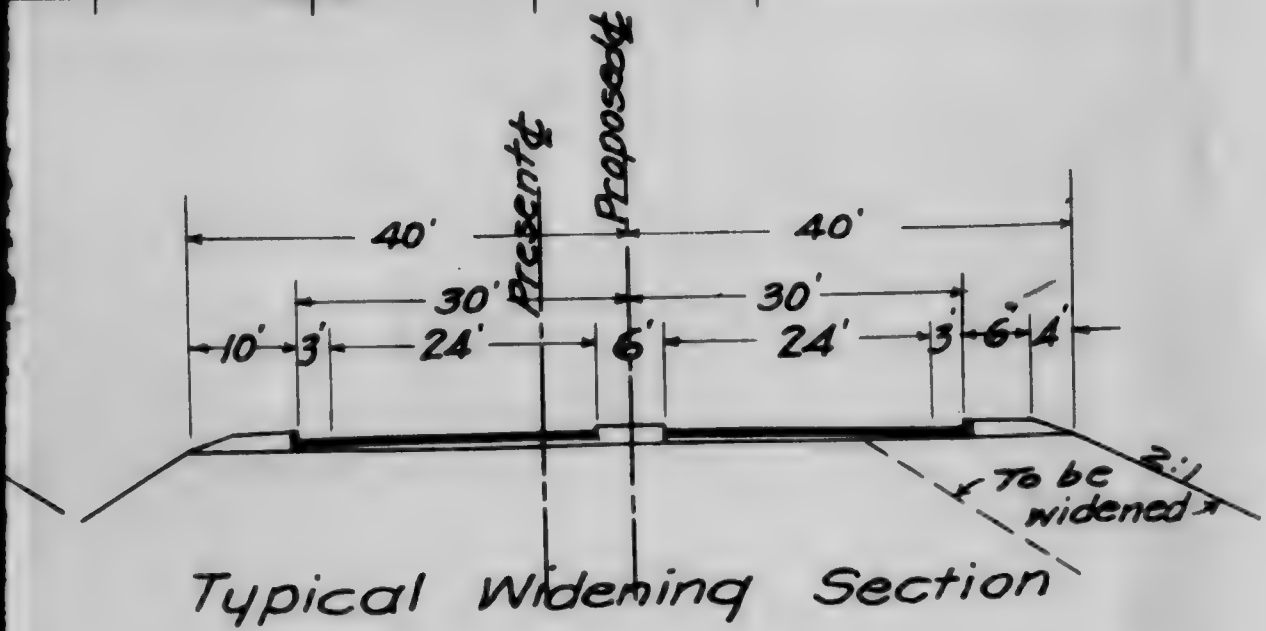
SUMMARY

Grading	$ 192,000
Structures	9,309,000
Surfacing	164,000
Engineering and Contingencies	966,000
Total Construction Cost	$10,631,000
Right of Way	2,501,000
Total Cost	$ 13,132,000

DENVER AVENUE TO N. STANTON ST.

Grading	$ 157,000
Structures	8,218,000
Surfacing	135,000
Engineering and Contingencies	851,000
Total Construction Cost	$ 9,361,000
Right of Way	2,451,000
Total Cost	$ 11,812,000





Typical Widening Section

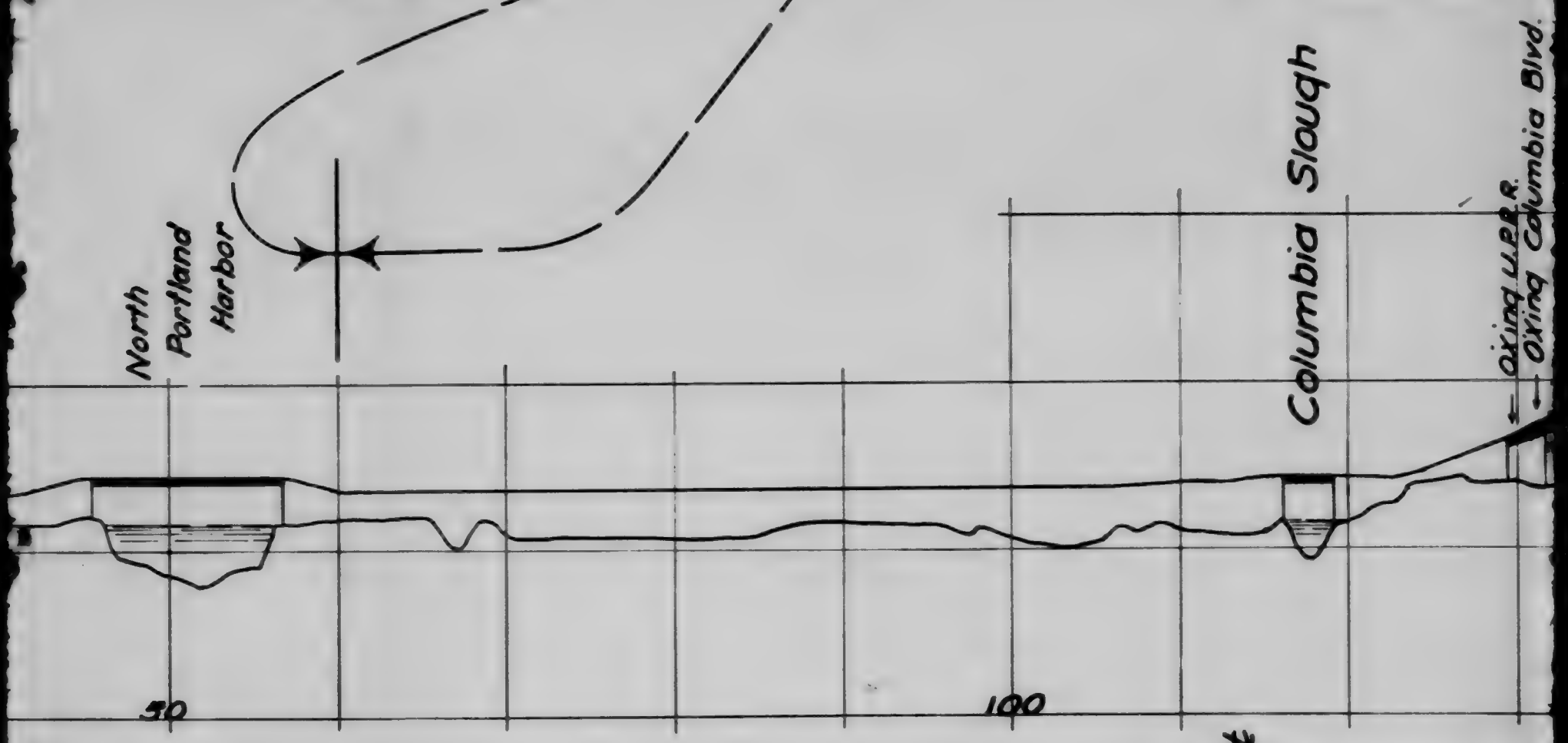
Grading	
Structures	
Surfacing	
Engineering and Conti	
Total Construction	
Right of Way	
Total Cost	

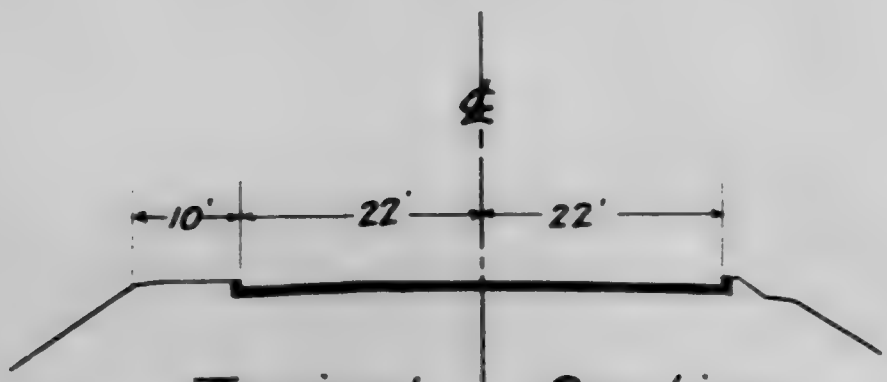
R TO DENVER AVENUE

	$ 35,000
	1,091,000
	29,000
gencies	115,000
Cost	$ 1,270,000
	50,000
	$ 1,320,000

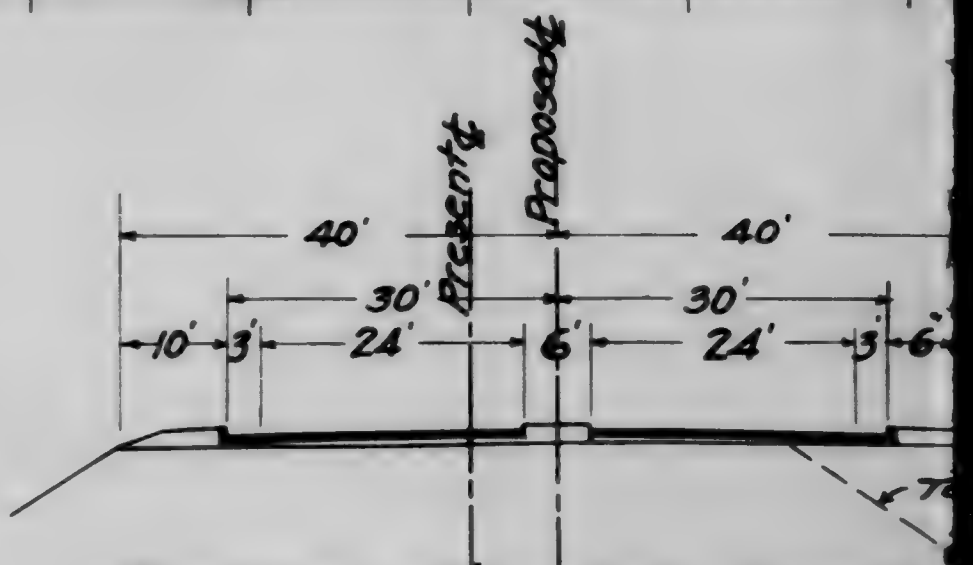
DENVER A

Grading	
Structures	
Surfacing	
Engineering and Co	
Total Construct	
Right of Way	
Total Cost	





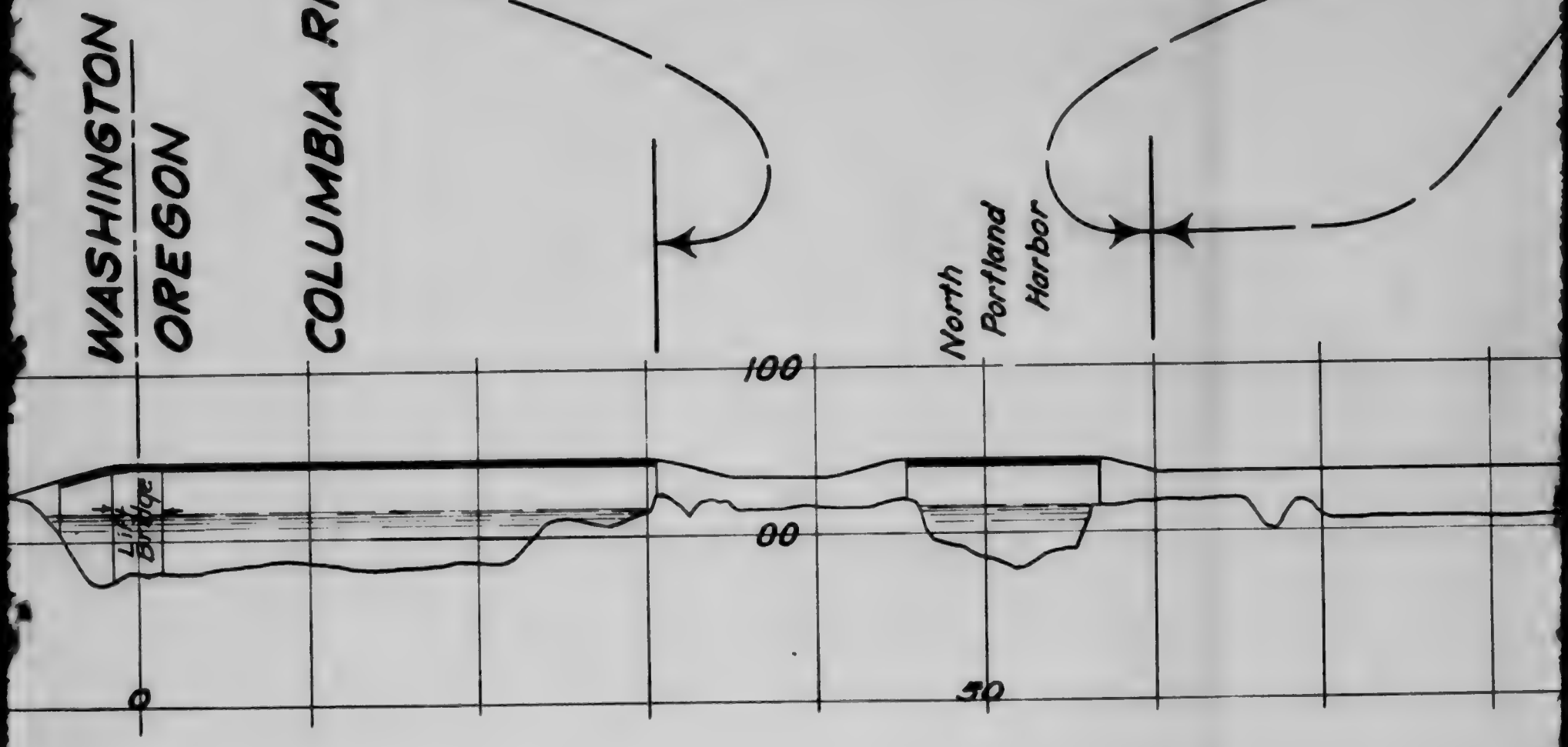
Typical Section
Existing Embankment

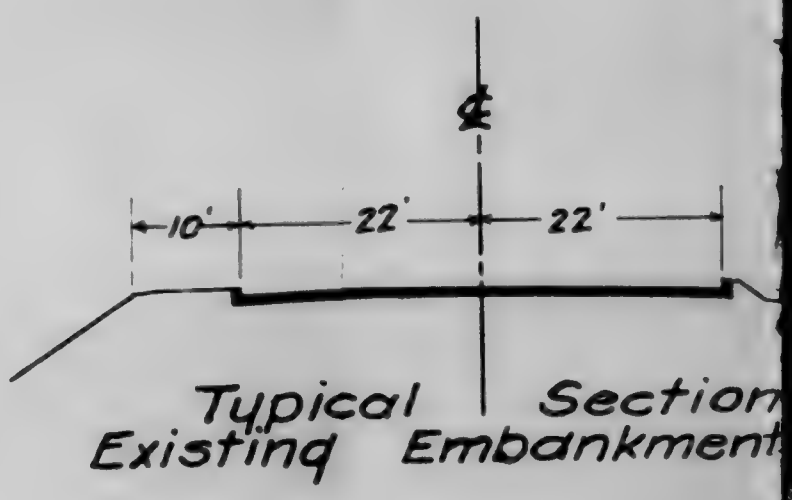


Typical Widening Section

COLUMBIA RIVER TO DENVER AVENUE

Grading	$ 35,000
Structures	1,091,000
Surfacing	29,000
Engineering and Contingencies	115,000
Total Construction Cost	$ 1,270,000
Right of Way	50,000
Total Cost	$ 1,320,000





Typical Section
Existing Embankment

South line of 2nd. St. in Vancouver

WASHINGTON

OREGON

Lift Bridge

COLUMBIA RIVER

North Portland Harbor

100

00

50

COLUMBIA RIVER TO DENVER AVENUE

Grading	$ 3
Structures	1,09
Surfacing	2
Engineering and Contingencies	1
Total Construction Cost	$ 1,27
Right of Way	
Total Cost	$ 1,3

Ex

Fig. 21 Route No. 3 Alt.

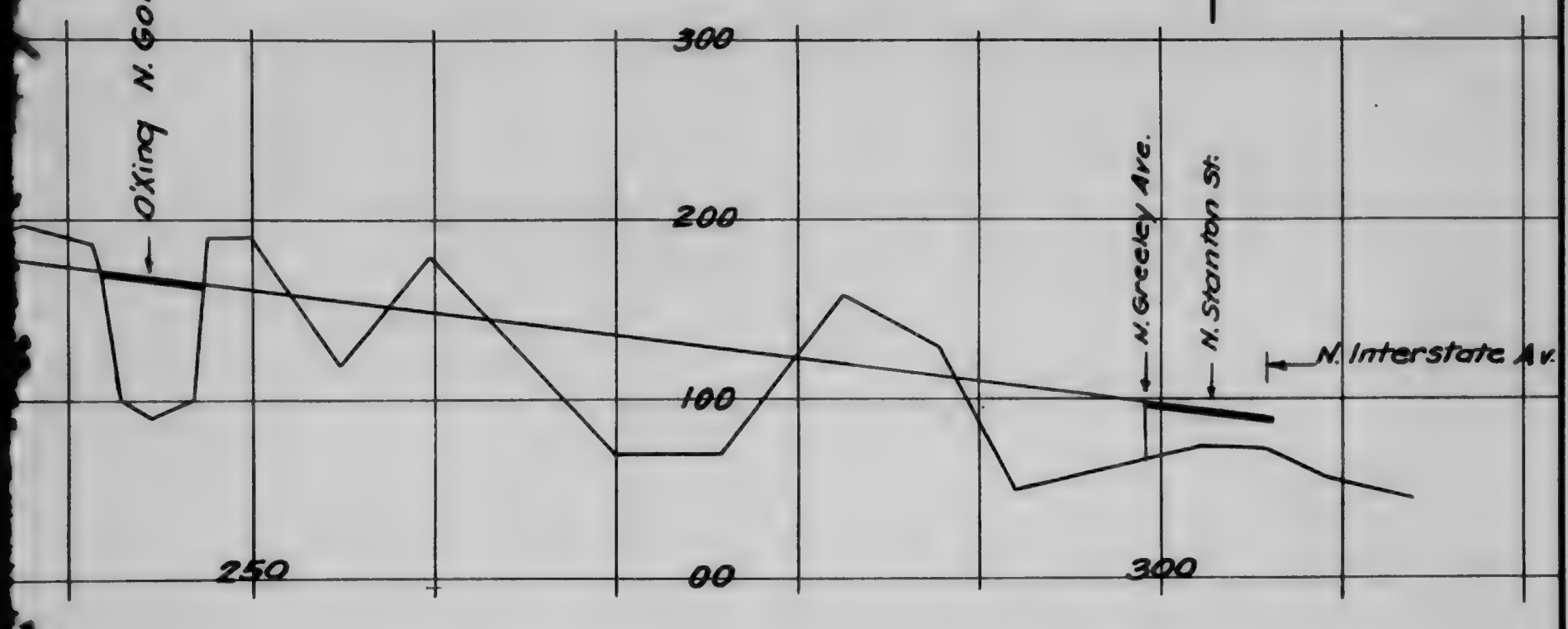
OREGON STATE HIGHWAY DEPARTMENT

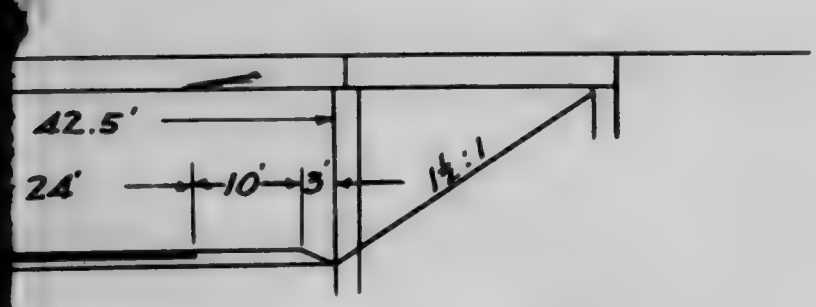
RECONNAISSANCE

COLUMBIA RIVER BRIDGE
VIA INTERSTATE BRIDGE - ALTERNATE ROUTE

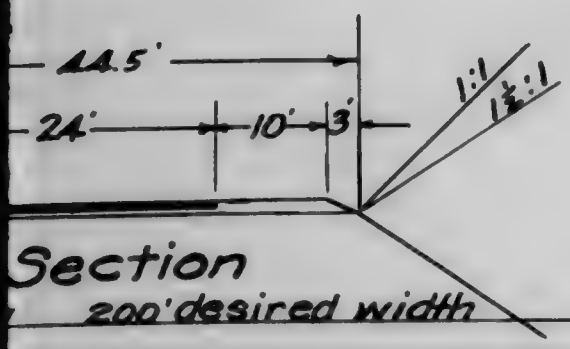
Scale:- Hor. 1"=1000' Vert. 1"=100'

May 1951

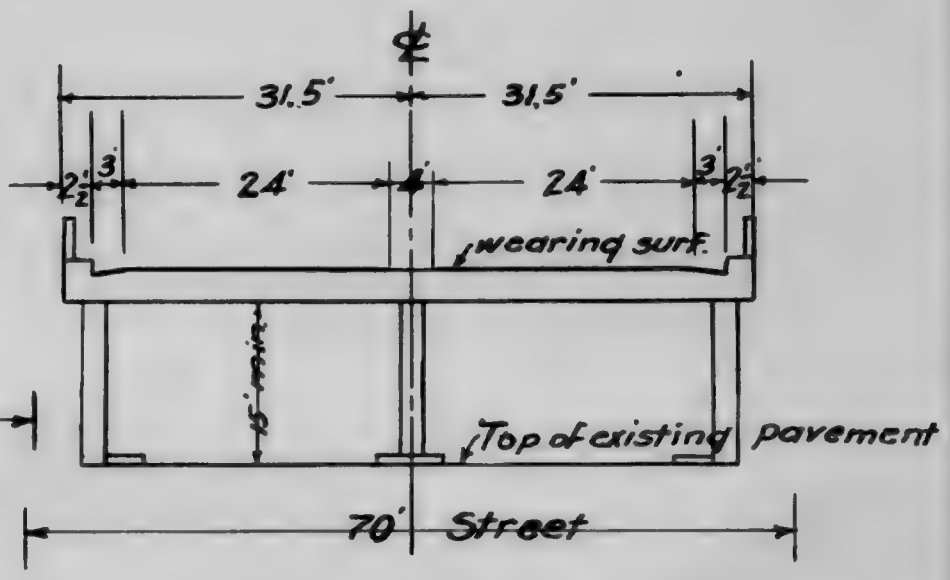




hway & Street Xing.
200' desired width



Section
200' desired width



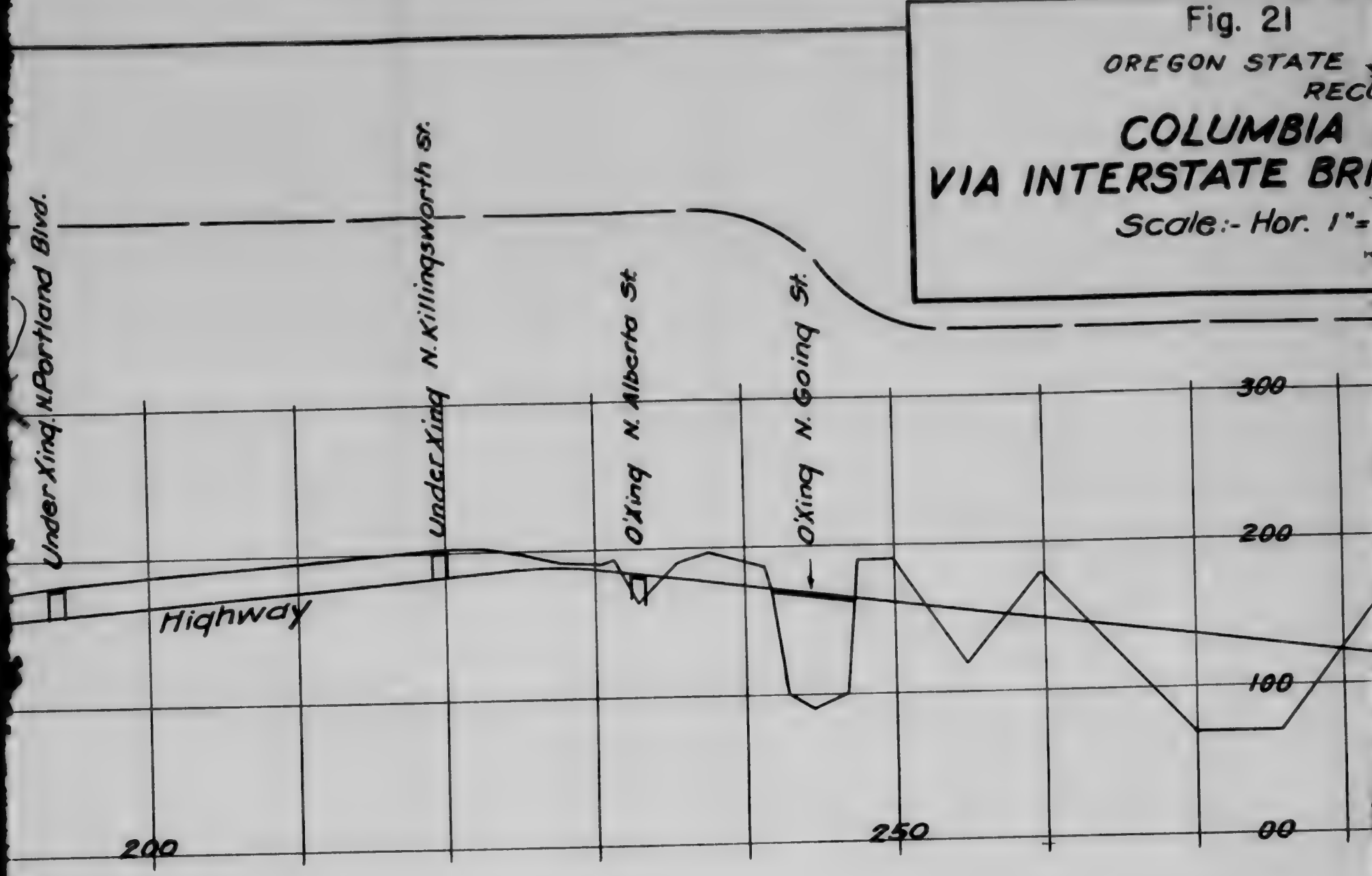
Typical Viaduct Section

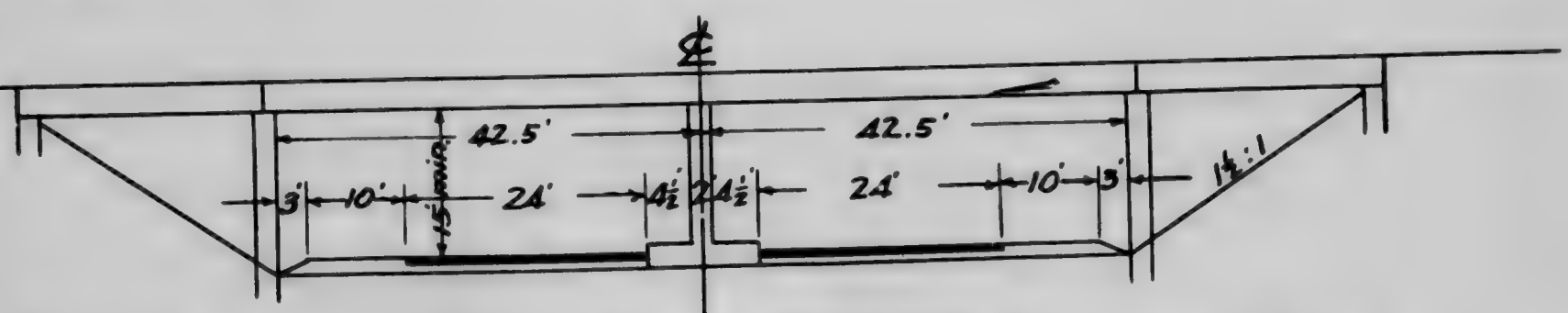
Fig. 21

OREGON STATE
RECO

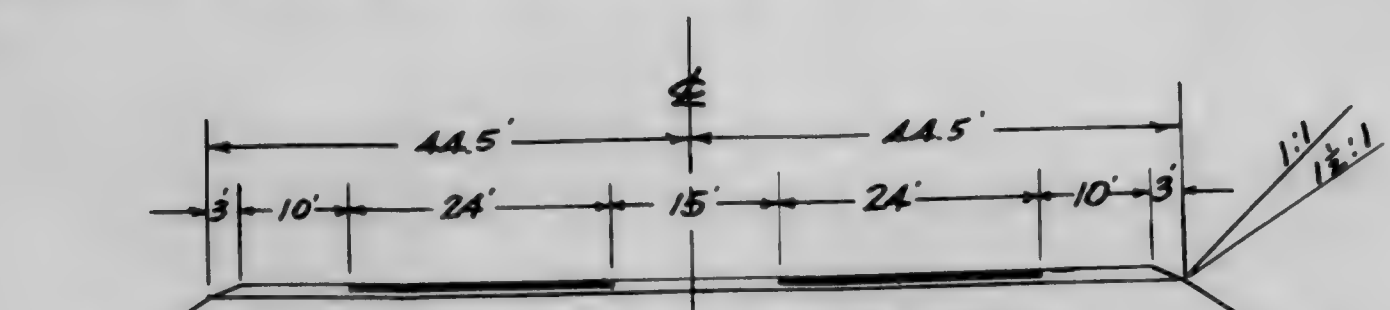
COLUMBIA
VIA INTERSTATE BRI

Scale:- Hor. 1"=





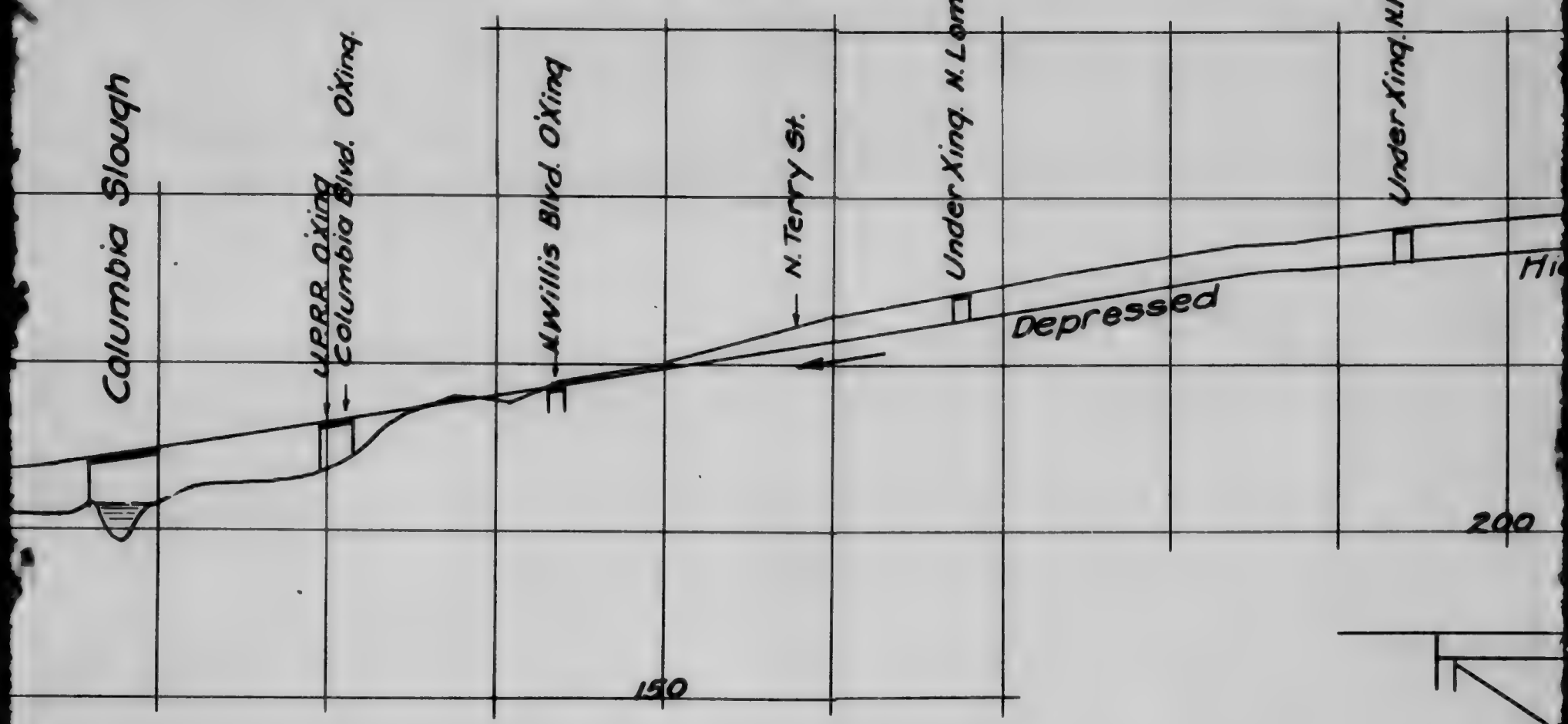
Typical Section Depressed Highway & Street Xing.
150' minimum width of right of way 200' desired width

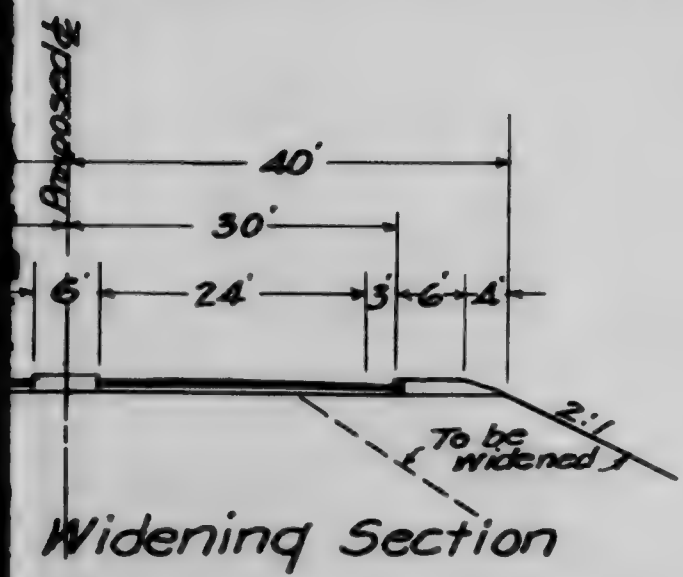


Typical Grading Section
100' minimum width of right of way 200' desired width

DENVER AVENUE TO N. STANTON ST.

ding	$ 1,361,000
uctures	1,832,000
facing	516,000
neering and Contingencies	371,000
Total Construction Cost	$ 4,080,000
t of Way	3,950,000
Total Cost	$ 8,030,000



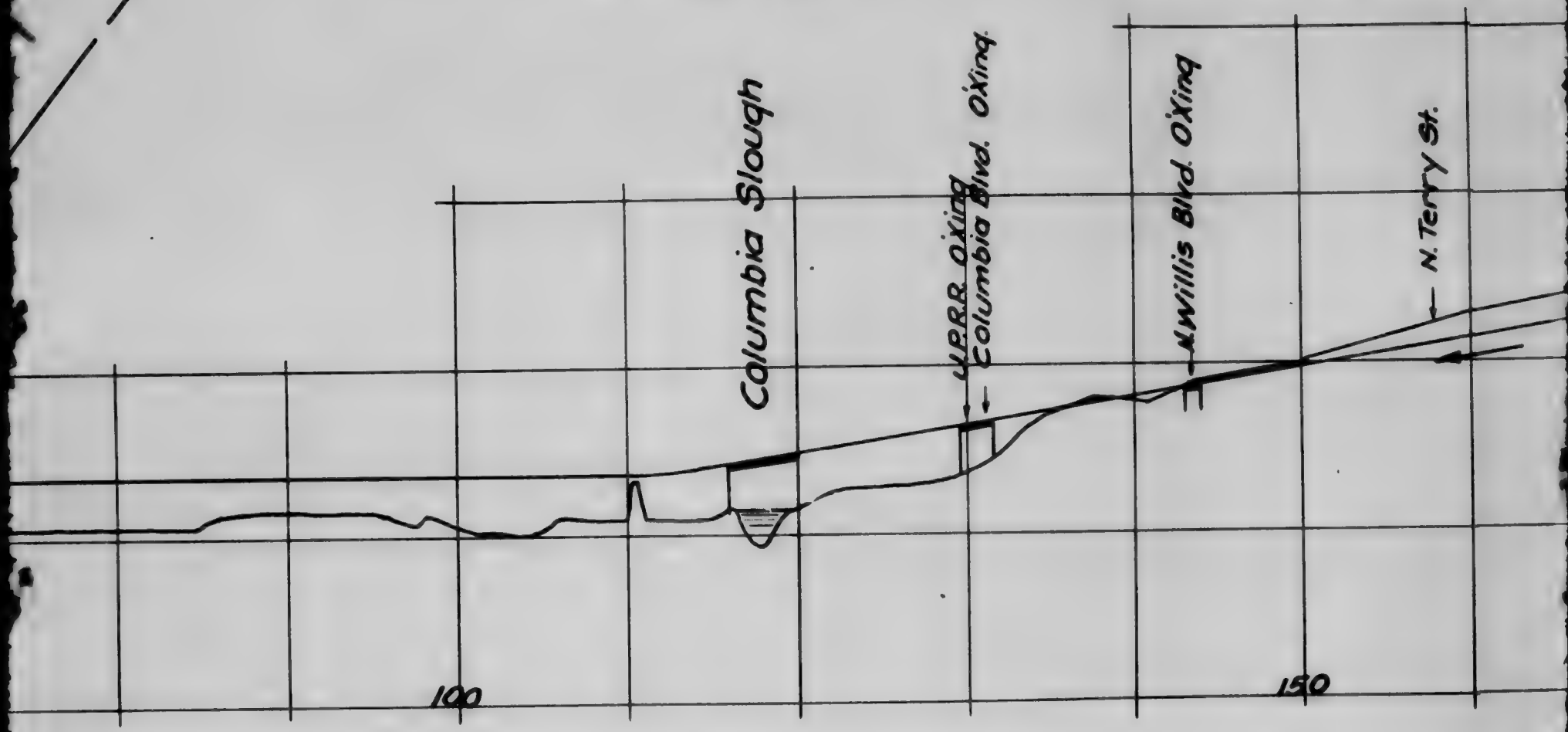


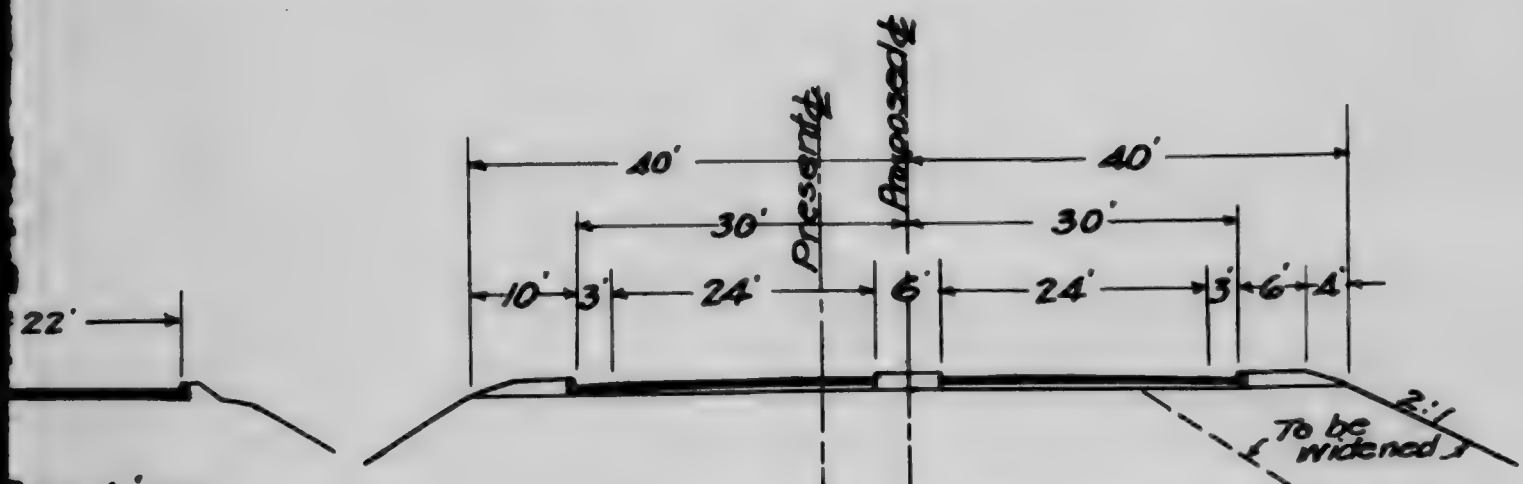
Widening Section

Typico
150' min

DENVER AVENUE TO N. STANTON ST.

Grading	$ 1,361,000
Structures	1,832,000
Surfacing	516,000
Engineering and Contingencies	371,000
Total Construction Cost	$ 4,080,000
Right of Way	3,950,000
Total Cost	$ 8,030,000





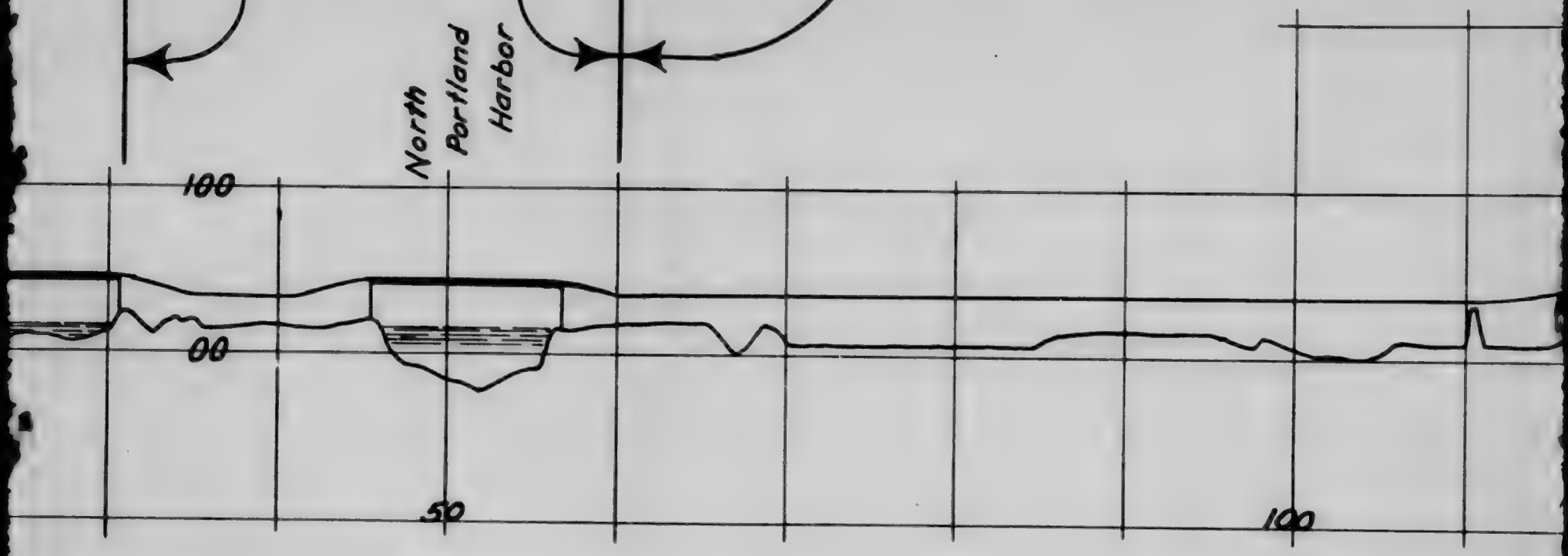
ection
ankment

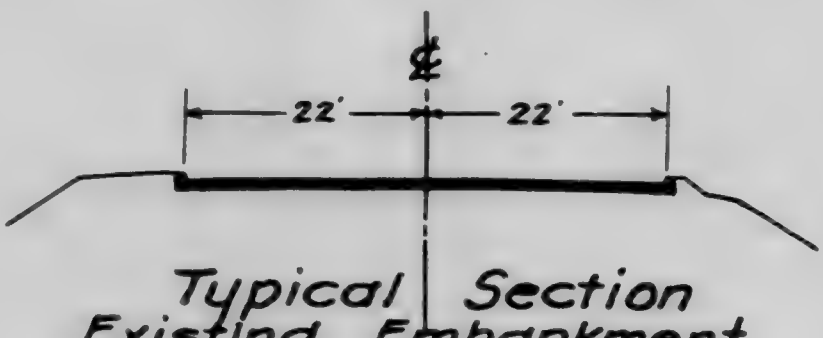
Typical Widening Section

OLUMBIA RIVER TO DENVER AVENUE

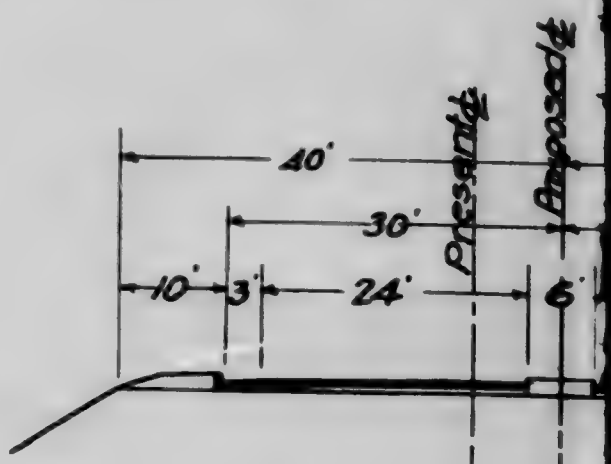
ling	$ 35,000
ctures	4,091,000
acing	29,000
neering and Contingencies	115,000
Total Construction Cost	$ 4,270,000
t of Way	50,000
Total Cost	$ 1,320,000

Grading	$ 1,396,000
Structu	2,923,000
Surfaci	545,000
Enginee	486,000
To	$ 5,350,000
Right o	4,000,000
Tot	$ 9,350,000





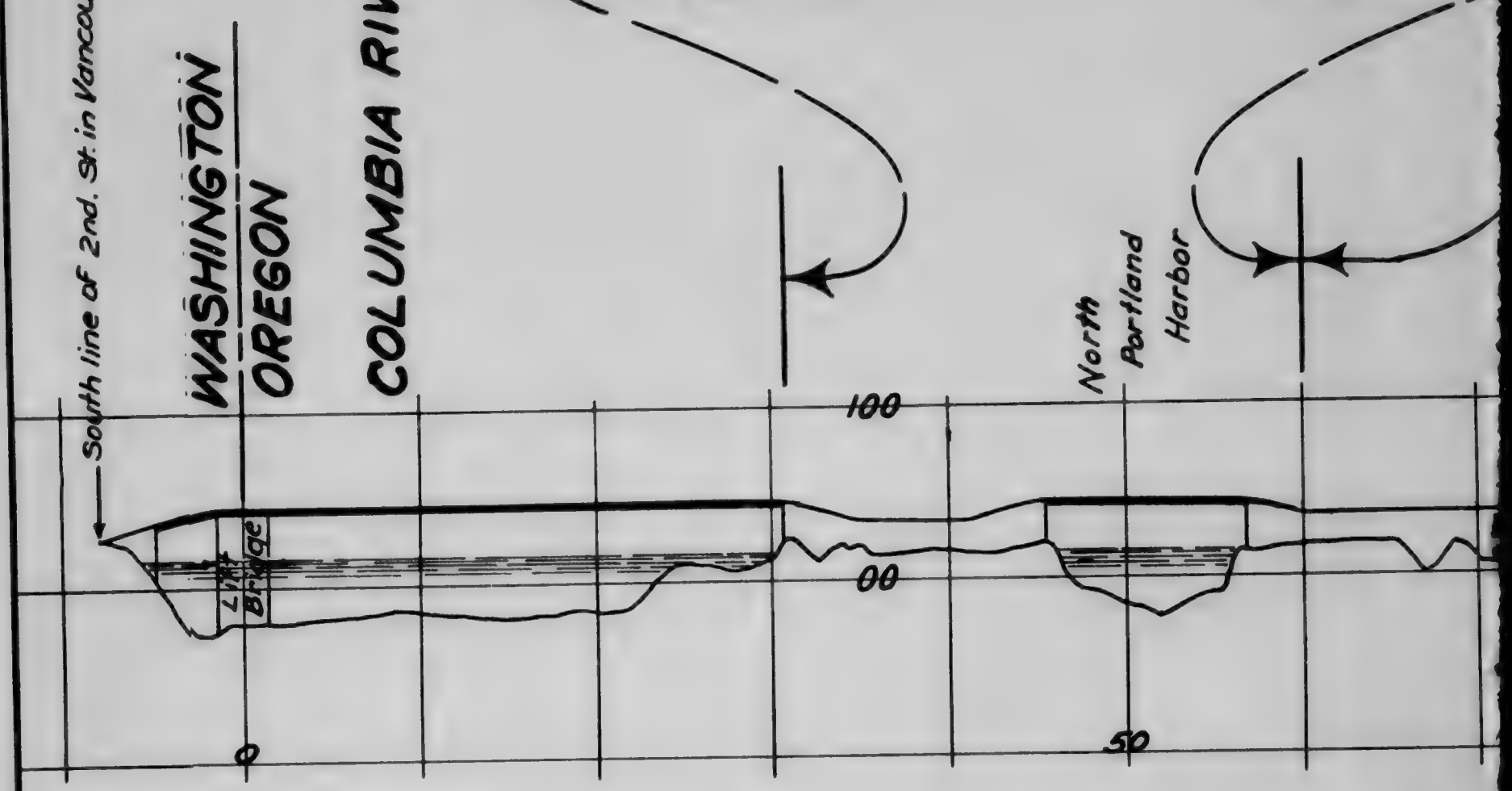
Typical Section
Existing Embankment



Typical W

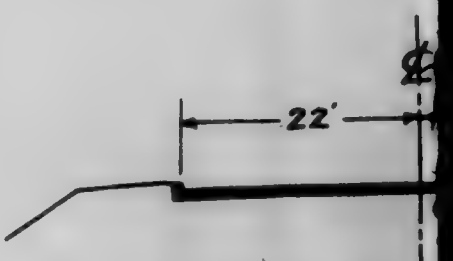
COLUMBIA RIVER TO DENVER AVENUE

Grading	$ 35,000
Structures	4,091,000
Surfacing	29,000
Engineering and Contingencies	115,000
Total Construction Cost	$ 4,270,000
Right of Way	50,000
Total Cost	$ 1,320,000

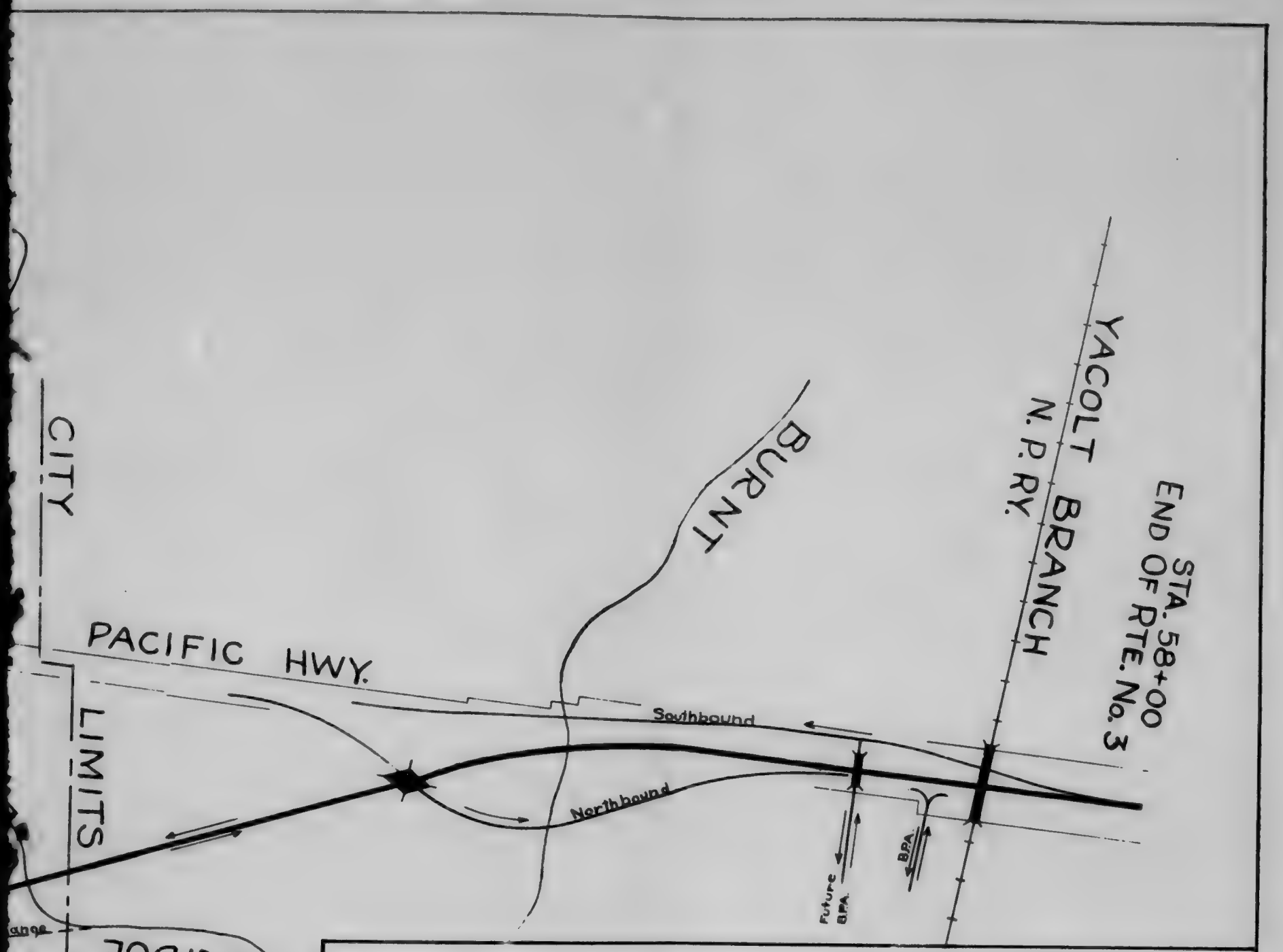


SUMMARY

Grading	$ 1,396,000
Structures	2,923,000
Surfacing	545,000
Engineering and Contingencies	486,000
Total Construction Cost	$ 5,350,000
Right of Way	4,000,000
Total Cost	$ 9,350,000



Typical
Existing Em



COLUMBIA RIVER INTERSTATE BRIDGE

PORTLAND, ORE., TO VANCOUVER, WN.

ROUTE No. 3
INTERSTATE BRIDGE TO N.P. RY.
YACOLT BRANCH CROSSING

JULY 2, 1951 SCALE: 0 100 200 300 400 500 600 1200 FEET

Fig. 22

PACIF

CITY LIMITS

RIDGE

Channel Change

LEVERICH PARK

Stadium

CREEK

"I" ST.

E 39th ST.

"39A"

"M"

ST.

VANCOUVER

Road

Drainage

Street

E.33rd ST.

ST.

E.33rd ST.

E 29th ST.

E 24th ST.

E 18th ST.

MAIN

VAN

THROUGH

RELOCATION

ST.

ST.

ST.

ST.

ST.

"H"

"I"

"K"

"L"

ST JAMES CEMETERY

MILITARY CEMETERY

ARNADA SCHOOL

24'

24'

24'

ARNADA SCHOOL

CEMETERY

E 24TH ST.

MAIN

VANCOUVER

E 18th ST.

E. 14th ST.

E. 10th ST.

E. 8th ST.

WASHINGTON ST.

PACIFIC HIGHWAY

Visitors Information Center

Frontage Road

"L" Reserve

PROVIDENCE ACADEMY

UNITED STATES MILITARY RESERVATION

E. 14th ST.

E. 10th ST.

E. 8th ST.

WASHINGTON

PROVIDENCE ACADEMY

ST.

BROADWAY

MAIN

"C"

"L" Reserve

West

UNITED STATES MILITARY RESERVATION

PROPOSED

5th ST.

WASH. ST.

COLUMBIA

4th ST.

3rd

2nd

1st

"Temp. D"

PEARSON FIELD

PRIMARY STATE HWY. No. 8

S.P. & S. R.R.

INTERSTATE BRIDGE

COLUMBIA RIVER

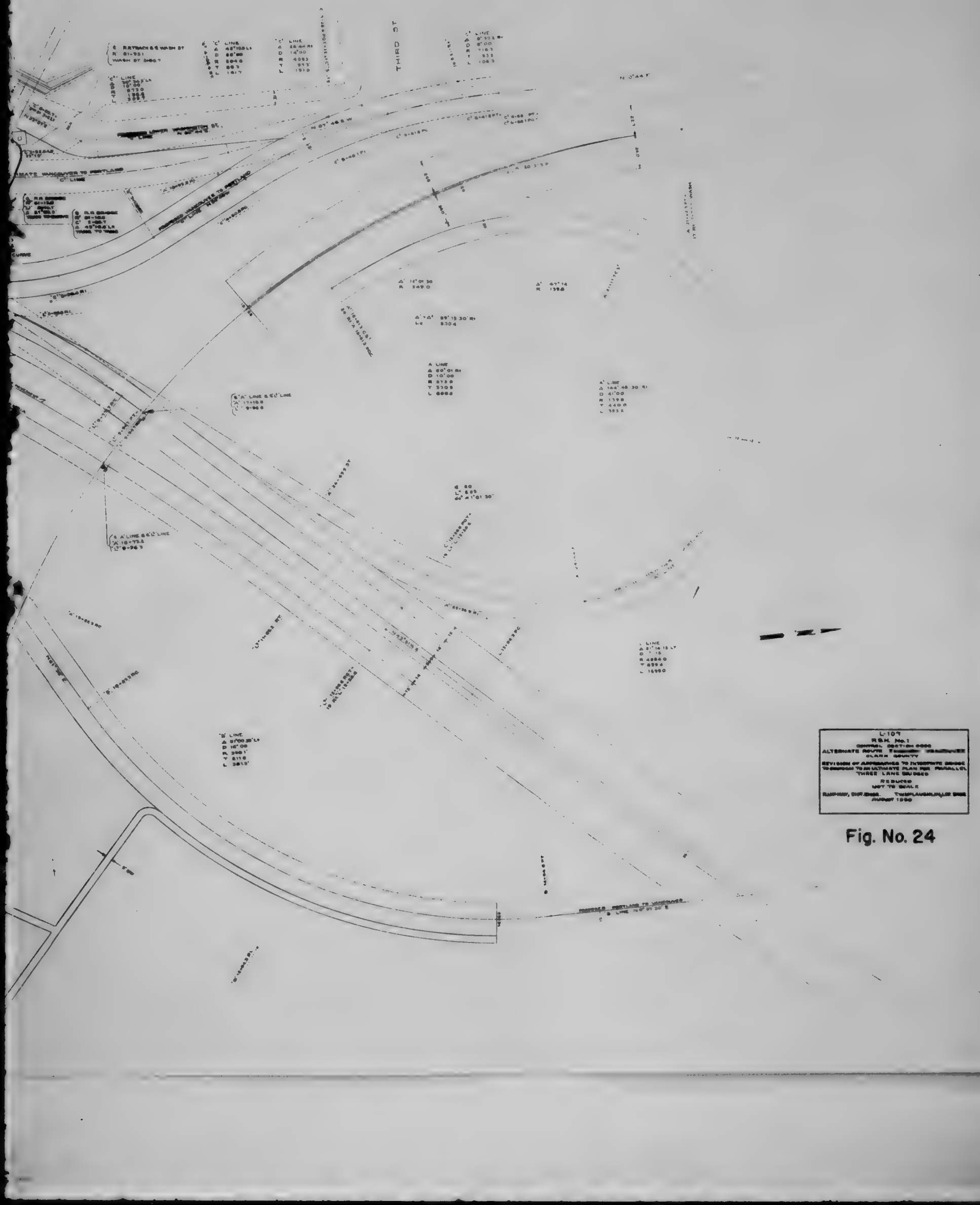
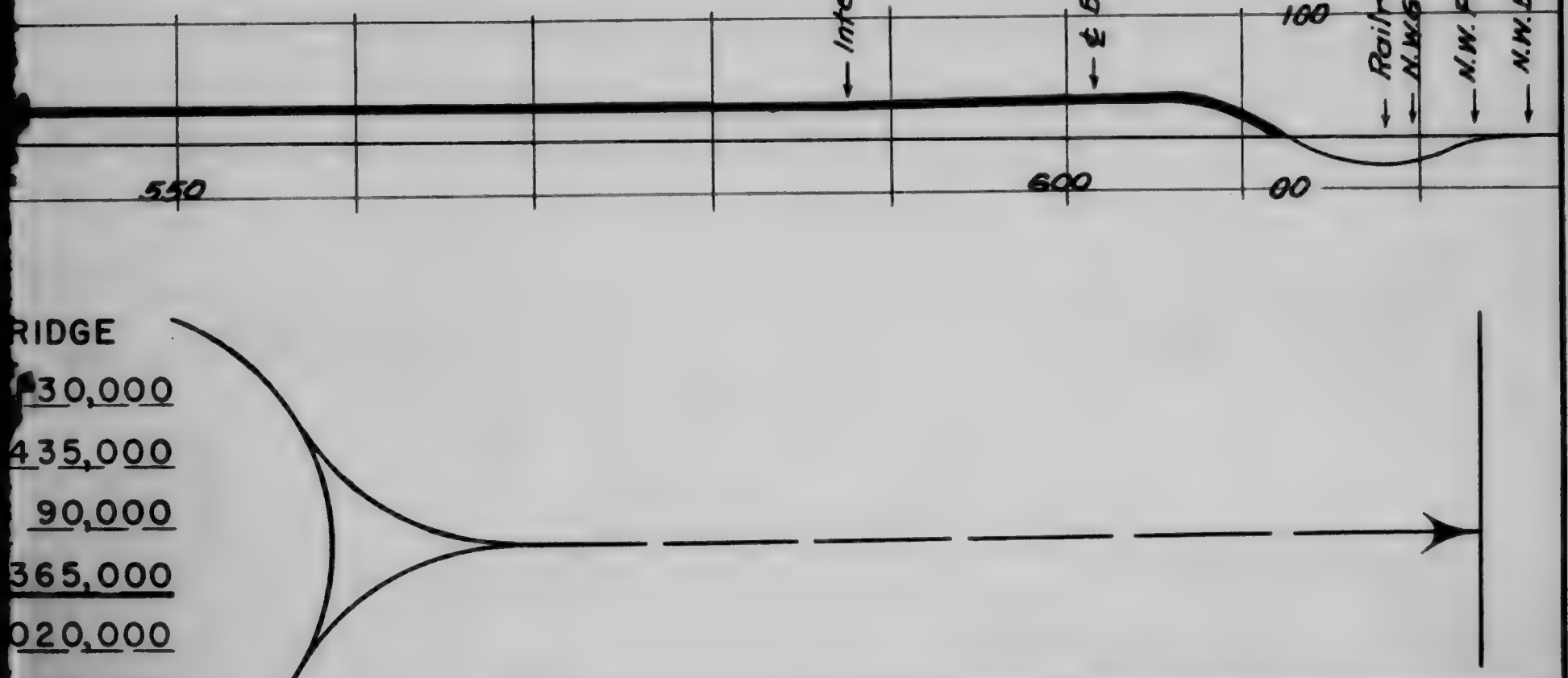

THIRD ST
L-109
R.S.H. No.1
ALTERNATE ROUTE
CLARK COUNTY
REVISION OF APPROACHES TO INTERSTATE BRIDGE
TO CONFORM TO ULTIMATE PLAN FOR PARALLEL
THREE LANE BRIDGES
REDUCED
NOT TO SCALE
AUGUST 1950

Fig. No. 24

SECOND ST
ULTIMATE PORTLAND TO OLYMPIA
INTERSTATE BRIDGE

SUMMARY

	$ 1,030,000
	14,145,000
	515,000
nd Contingencies	1,570,000
nstruction Cost	$ 17,260,000
	930,000
	$ 18,190,000



RIDGE

	30,000
	435,000
	90,000
	365,000
	020,000
	400,000
	420,000

Fig. 30 Route No. 5

OREGON STATE HIGHWAY DEPARTMENT

RECONNAISSANCE

COLUMBIA RIVER BRIDGE VIA ST. JOHNS BRIDGE & FRONT ST.

Scale:- Hor. 1"=1000' Vert. 1"=100'

May 1951

SUMMARY

Grading	$ 1,030,000
Structures	14,145,000
Surfacing	515,000
Engineering and Contingencies	1,570,000
Total Construction Cost	$ 17,260,000
Right of Way	930,000
Total	$ 18,190,000

← N.W. Nicolai St.

← Intersection N.W. 9th. & Front St.

500

550

COLUMBIA RIVER HWY. TO STEEL BRIDGE

ading	$ 130,000
ructures	13,435,000
urfacing	90,000
ngineering and Contingencies	1,365,000
Total Construction Cost	$ 15,020,000
ght of Way	400,000
Total	$ 15,420,000

Fig. 30

OREGON STATE

RE

COLUMBIA

VIA ST. JOHNS

Scale:- Hor. 1

SUM

Grading _____

Structures _____

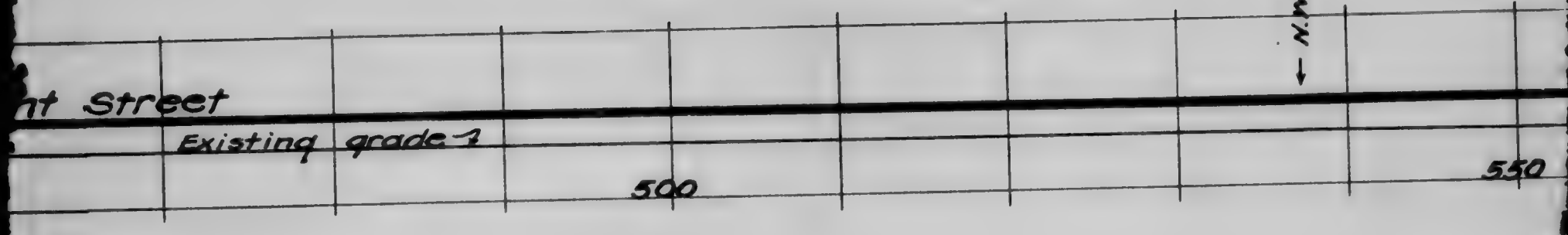
Surfacing _____

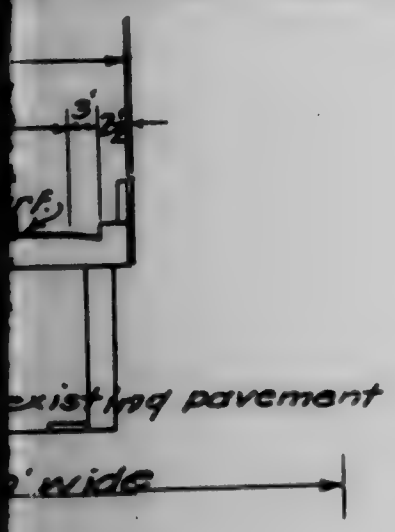
Engineering and Contingen

Total Construction C

Right of Way _____

Total _____





ion

COLUMBIA RIVER HWY. TO STEEL BRIDGE

Grading	$ 130,000
Structures	13,435,000
Surfacing	90,000
Engineering and Contingencies	1,365,000
Total Construction Cost	$ 15,020,000
Right of Way	400,000
Total	$ 15,420,000

← N.W. Kittridge St.

Viaduct on ℄ Front Street

Existing grade

450

500

COLUMBIA R

Grading

Structures

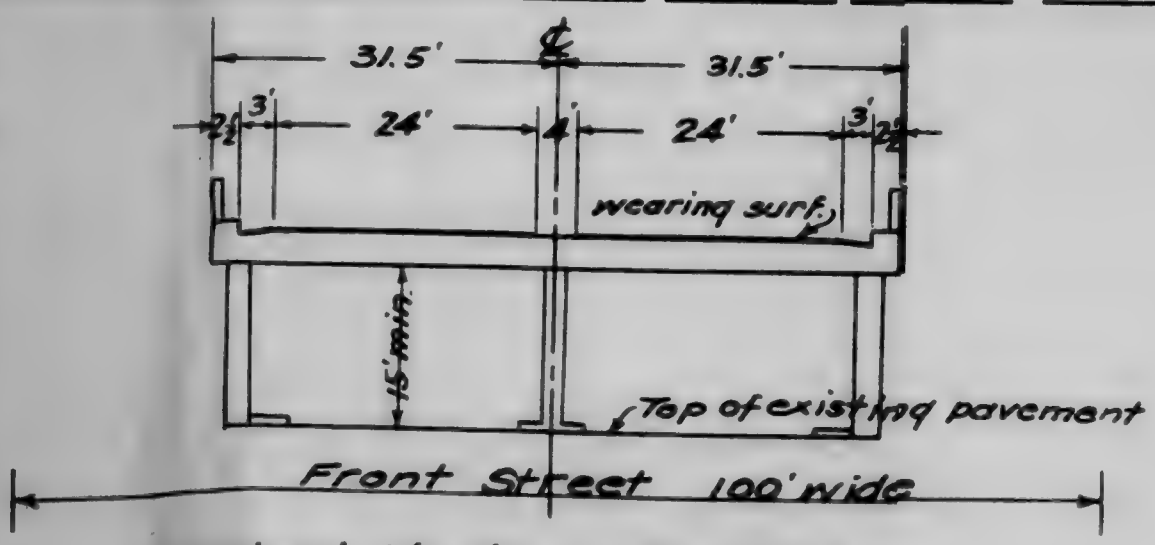
Surfacing

Engineering and

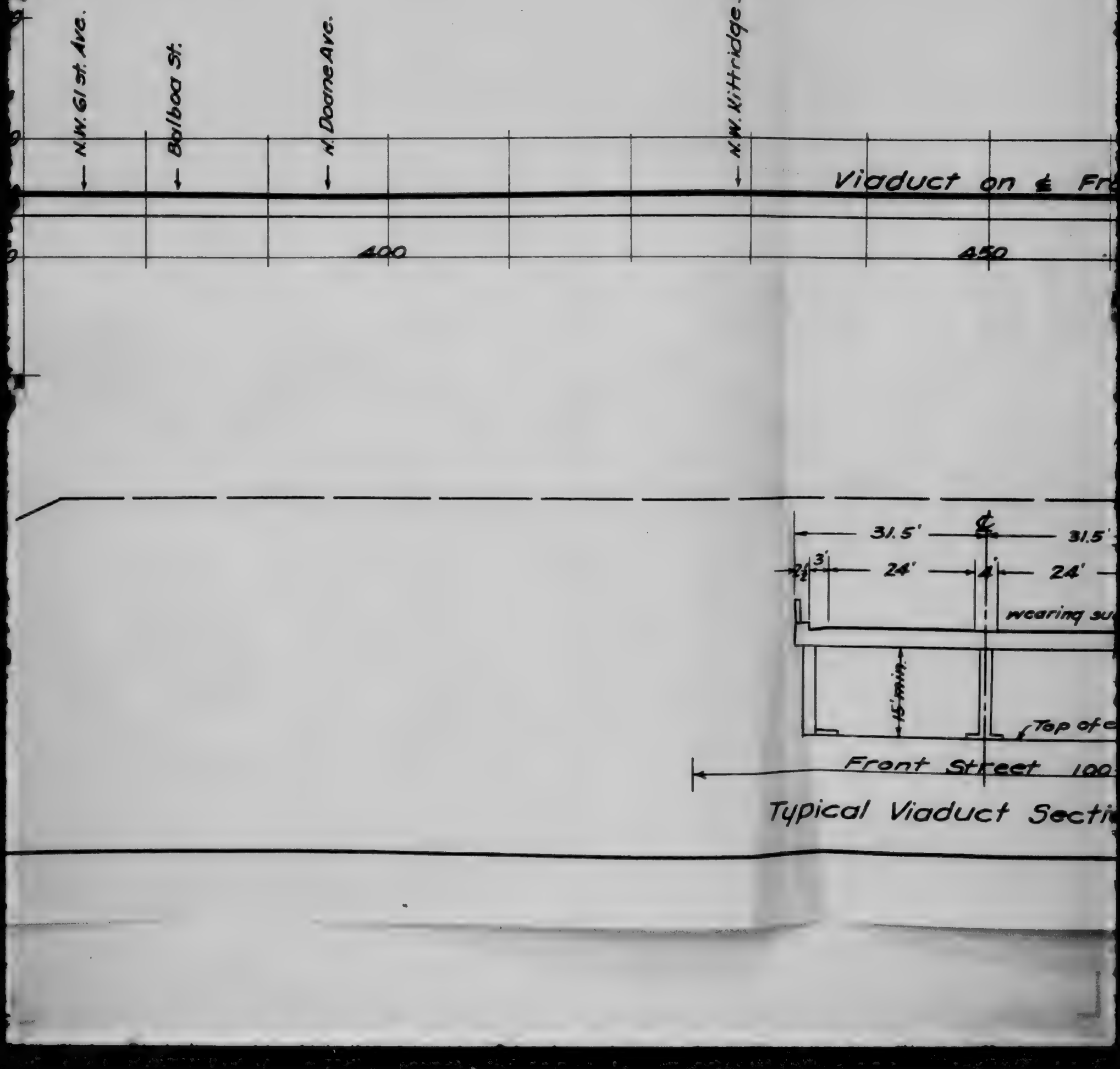
Total Cons

Right of Way

Total



Typical Viaduct Section


N.W. 61 st. Ave.
Bilbao St.
N. Doane Ave.
N.W. Kittridge St.
Viaduct on ℄ Fr
400
450
31.5'
℄
31.5'
2½'
3'
24'
4'
24'
wearing su
Top of c
Front Street 100
Typical Viaduct Secti

← Columbia River Hwy.
← S.P.&S.R.R.

350

S.P.&S.R.R. main line

← End of Front St. grading

00 100 200

← N.W. 61st. Ave.

← Balboa St.

← N. Doane Ave.

WILLAMETTE R.

← O'xing - N. New York Ave.

O'xing - South bound N. Baltimore Ave. to be closed

← N. Willamette St.

← N. Willdmette St.

← N. Edison St.

← N. Decatur St.

← N. Crawford St.

← U.P.R.R.

St. Johns Bridge in place

← S.P.&S.R.R.

← Columbia River Hwy.

present grade to be widened

-5%

ison St.

250

300

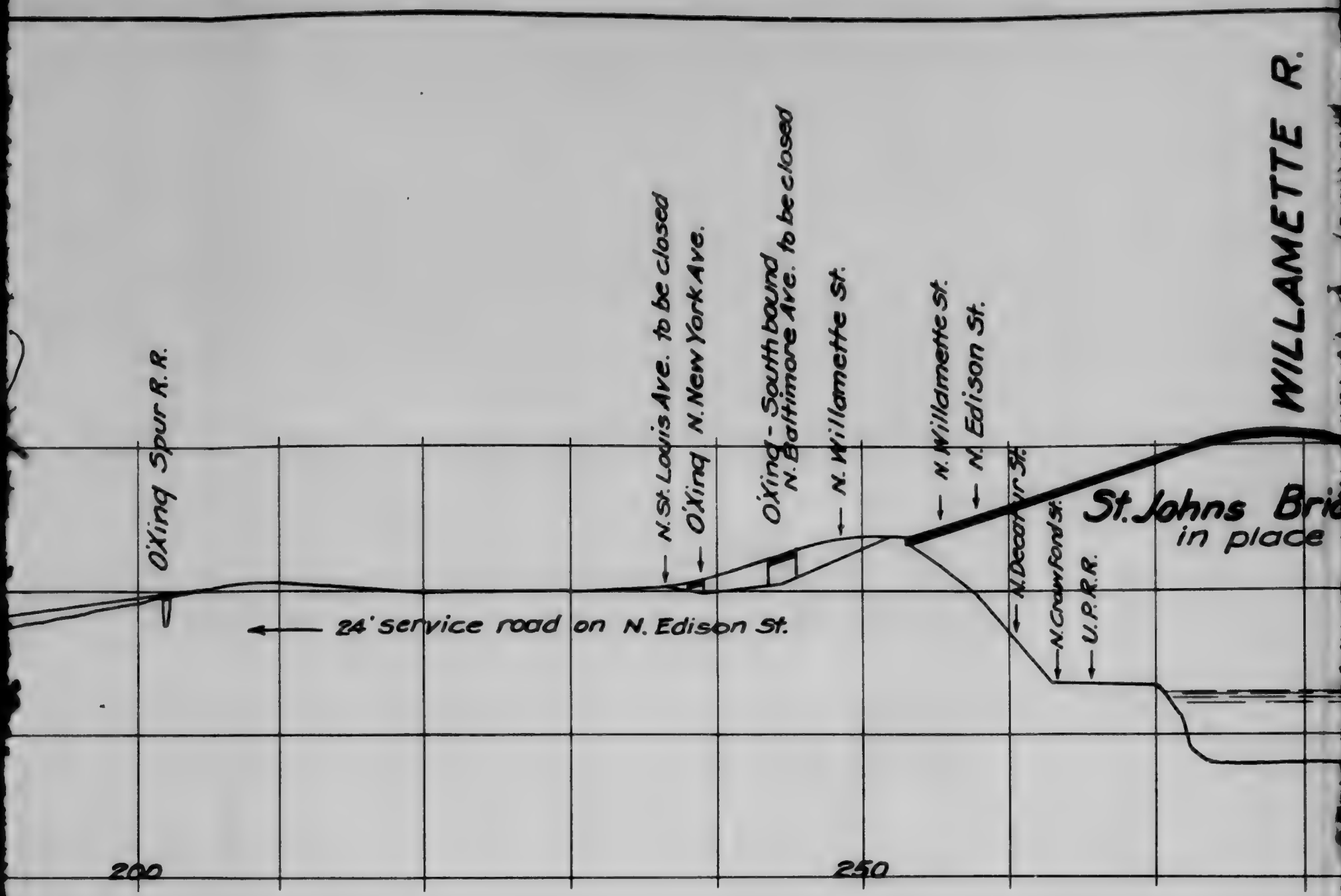
℄

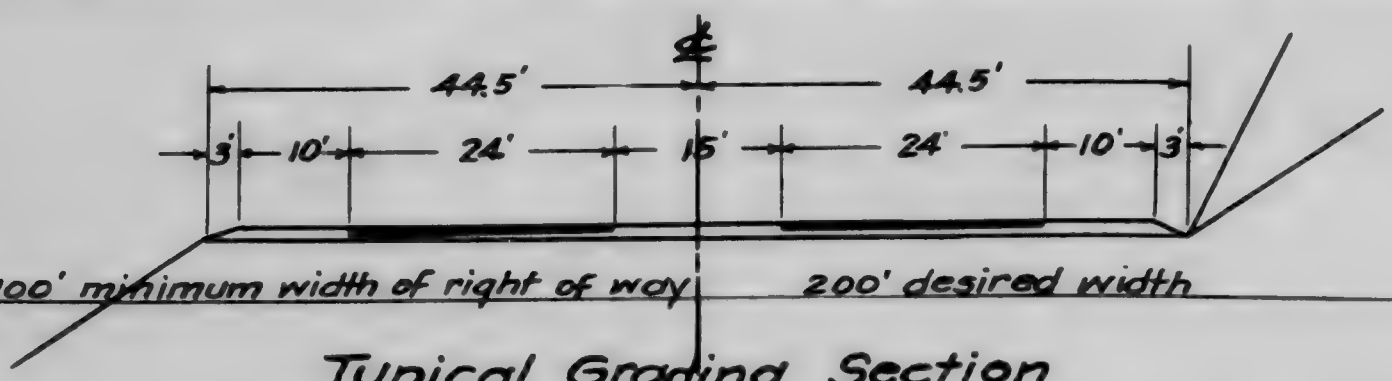
44.5'

15' 24' 10' 3'

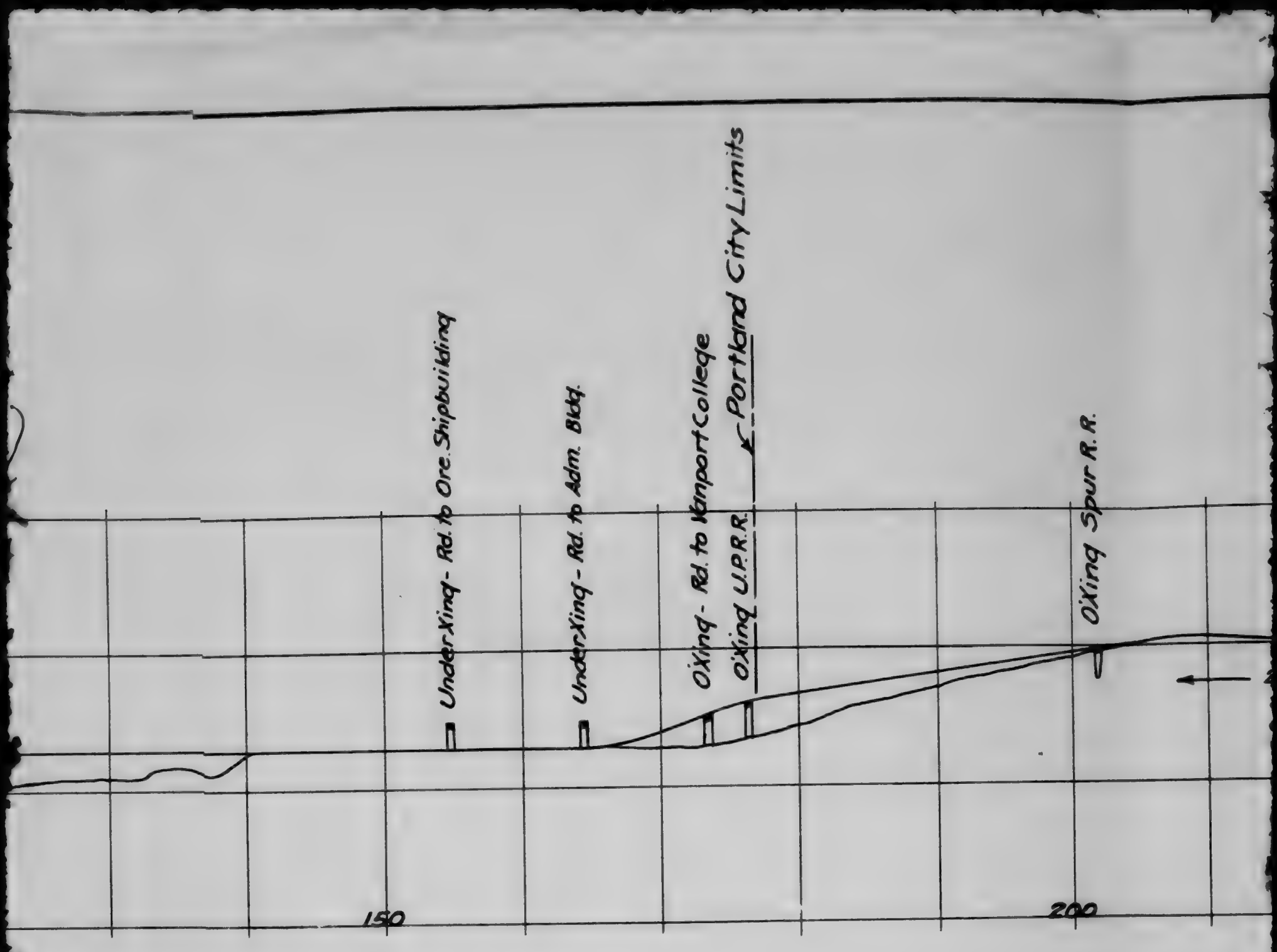
200' desired width

ading Section



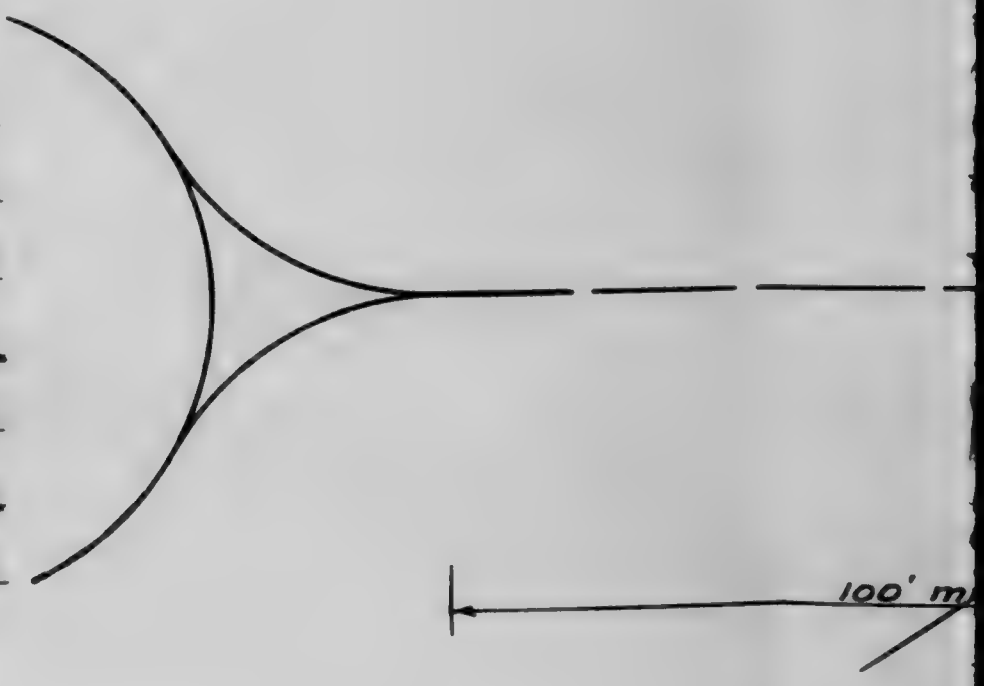


Typical Grading Section



UMBIA RIVER TO COLUMBIA RIVER HWY.

ing	$900,000
tures	710,000
acing	425,000
neering and Contingencies	205,000
Total Construction Cost	$2,240,000
of Way	530,000
Total	$2,770,000



Columbia Slough

Ramsey Lake

50

100

COLUMBIA RIVER

Grading

Structures

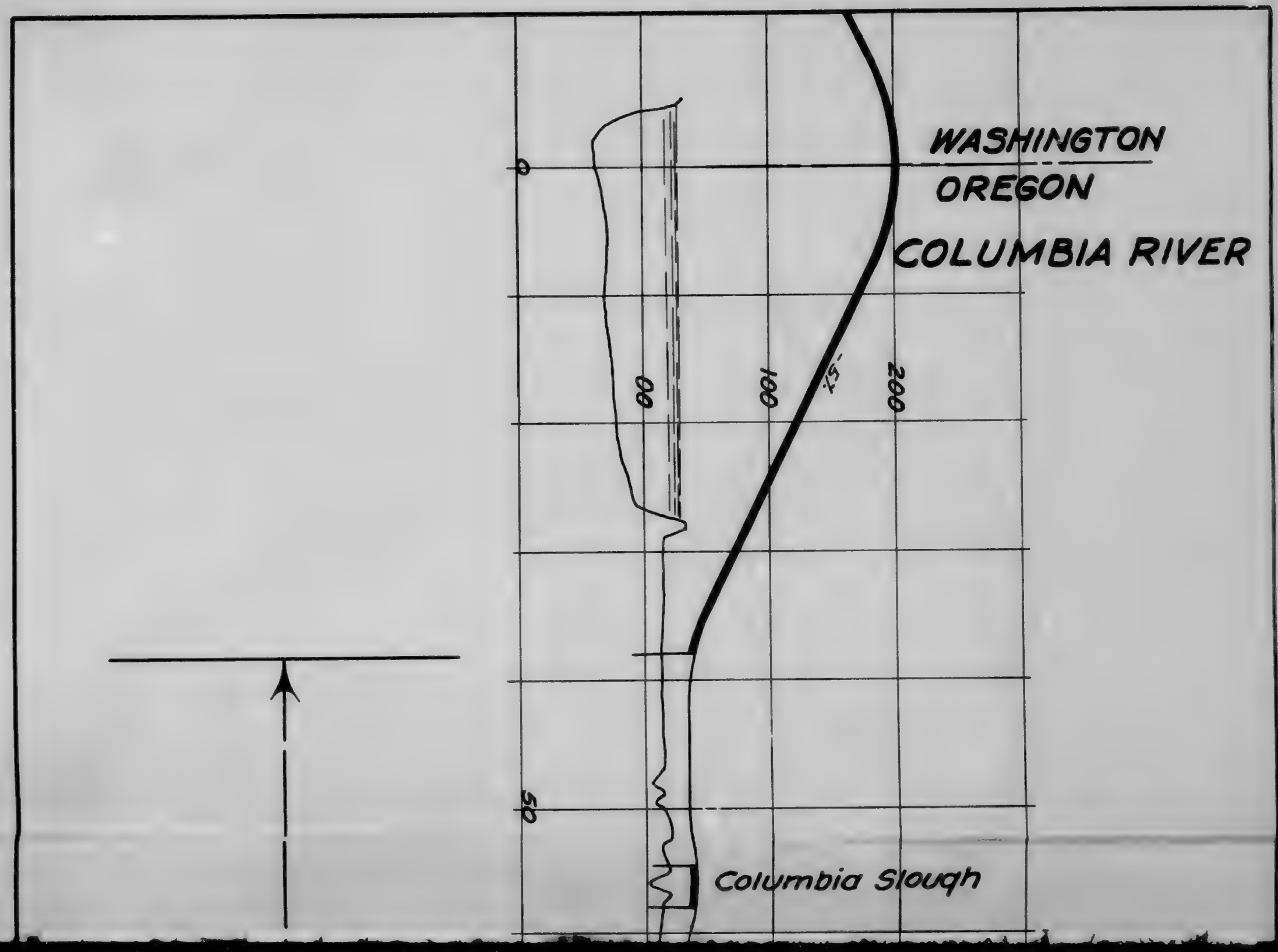
Surfacing

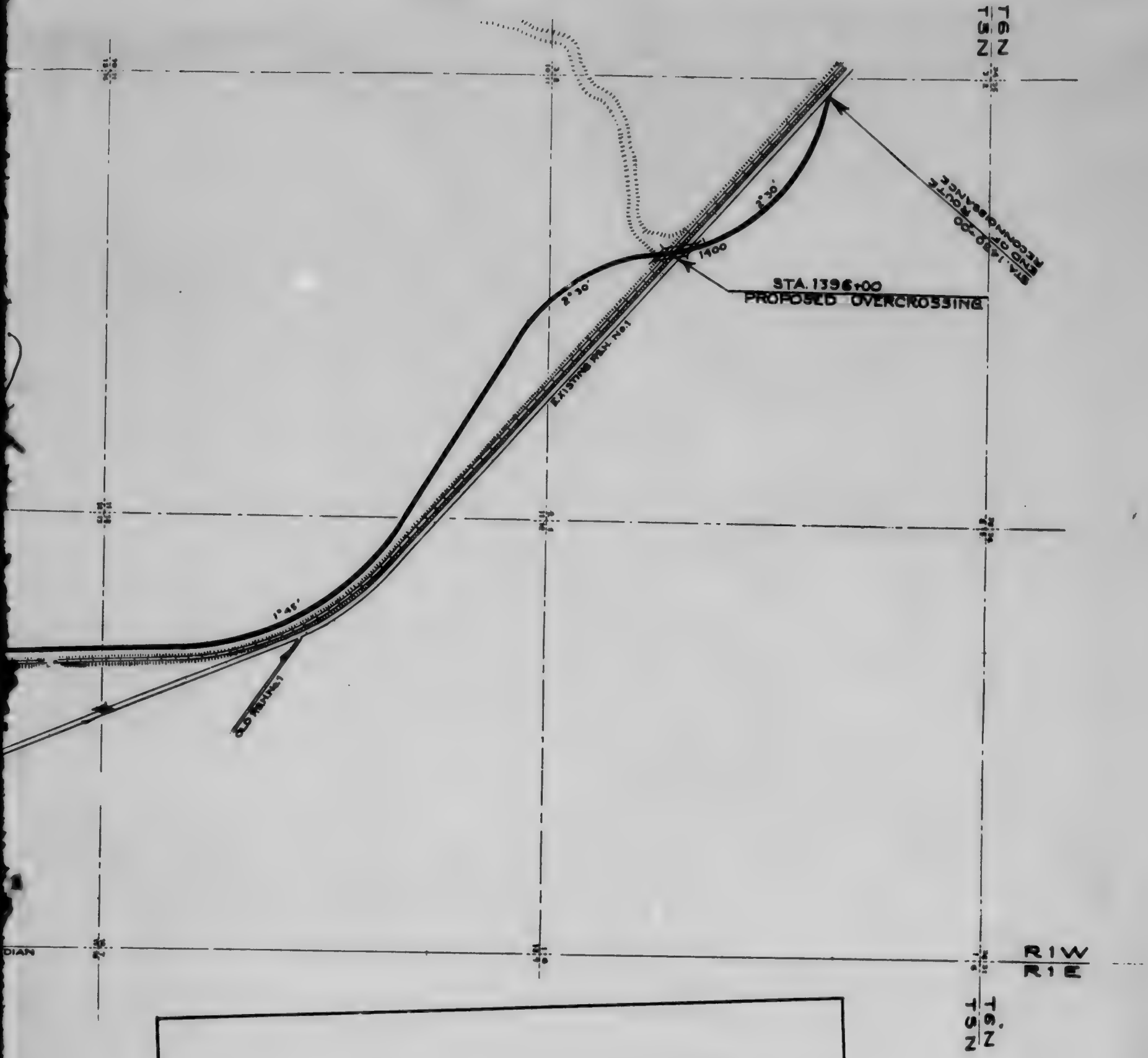
Engineering and Co

Total Construct

Right of Way

Total


WASHINGTON
OREGON
COLUMBIA RIVER
00
100
200
50
Columbia Slough



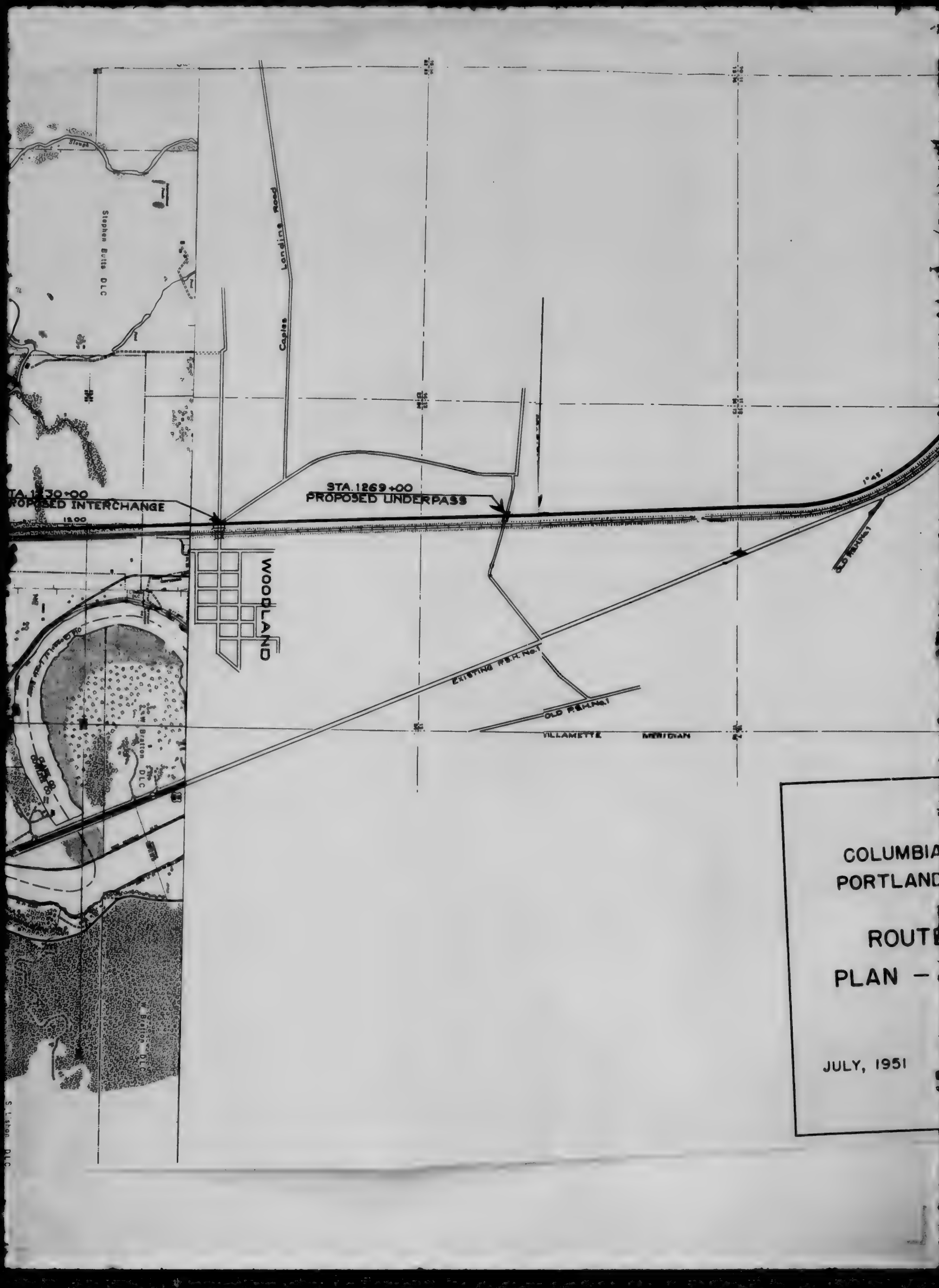
COLUMBIA RIVER INTERSTATE BRIDGE
PORTLAND, ORE. TO VANCOUVER, WASH.

ROUTE No.5 VIA ST. JOHNS
PLAN – WASHINGTON APPROACH

JULY, 1951

SCALE: 0 1000 2000 FEET

FIG.31



COLUMBIA
PORTLAND

ROUTE

PLAN –

JULY, 1951

STA. 1269+00
PROPOSED UNDERPASS
WOODLAND
Caples Landing Road
Stephen Butts DLC
J Brant DLC
STA. 1330+00
PROPOSED INTERCHANGE
L Webb DLC
A L Lewis DLC
A L Lewis DLC
A Gilson DLC
W Bratton DLC
W Bratton DLC
Old Channel of Lewis River
CLARK CO
COWLITZ CO
S Lishon DLC
C H Fairchild DLC
LEWIS
RIVER
Slough

J Brant DLC

A L Lewis DLC

L Webb DLC

A L Lewis DLC

A Gilson DLC

C H Fairchild DLC

LEWIS RIVER

O W Bozarth DLC

A Gilson DLC

Pekin

Slough

Pond

DRAW SPAN

1160

T5N R4W

WILLAMETTE MERIDIAN

FIRST STANDARD PARALLEL NORTH

W H Topham DLC

LEWIS RIVER

Pond

Lancaster Lake

Pond Lewis

LEWIS RIVER
DRAW SPAN
1100
CLEMENT ROAD
Lancaster Lake
T5N
R1W

BACHELOR ISLAND
BACHELOR ISLAND SLOUGH
RIVER
LAKE
Lake
Pond
DLC
S Hendricks
G Thing DLC
B Teel DLC
A Quiley DLC
J Carty DLC
W Gee DLC
E A Fowler DLC
Gee
STA. 918+00
PROPOSED INTERCHANGE
DRAWSPAN
1800 E
NORTHERN PACIFIC
RIDGEFIELD DLC
WILLAMETTE MERIDIAN
L.T. WEST.
CLEMENT ROAD
NO. 1

BACHELOR

ISLAND

RIDGEFIELD

DLC

J Carty

J Carty DLC

B Teel DLC

G Thing DLC

A Quigley DLC

S Hendricks DLC

R Connelly DLC

R Connelly DLC

BACHELOR ISLAND

Bachelor Island Slough

Bachelor Point

Hathaway Lake

Hathaway Lake

Lake

Pond

Burrows Lake

RIVER

L.T. WEST

PERTSING

COUNTY

BACHELOR ISLAND

R Connelly DLC

Bachelor Island Slough

Hathaway Lake

Pond

Bachelor Point

Bowers DLC

OF UMBIA

T4N

T3N

Hathaway Lake

Law DLC

COUNTY RD

WILLIAMS ROAD

H Campbell DLC

RIVER

CAMPBELL LAKE

Campbell Lake

LAKE

H B Hathaway DLC

D R Fales DLC

J S Hathaway DLC

A.R SUTTON

S.H. 3-T

RIVER

RIVER

CLARK CO
COLUMBIA CO

CLARK CO
COLUMBIA CO

Wilson Point

J Dillon DLC

Post Office Lake

J B Knapp DLC

S R Whipple DLC

J S Hathaway DLC

D R Fales DLC

Campbell Lake

CAMP

LAKE

RIVER

J Dillon DLC

J B Knapp

DLC

LAKE

Green Lake

WILLAMETTE MERIDIAN

S R Whipple DLC

J S Hathaway DLC

J Dillon DLC

J Stanley DLC

J Stanley DLC

W Green DLC

Knapp

DLC

DLC

Sara

A.P. SUTTON

P. WICKS

S.S.H. 1-T

SARA

PACKARD

S.S.H.

COLUMBIA RIVER

OREGON
WASHINGTON

CLARK CO
COLUMBIA CO

J Dillon DLC

J B Knapp DLC

J Dillon DLC

LAKE RIVER

Green Lake

WILLAMETTE MERIDIAN

J Stanley DLC

J Dillon DLC

W Green DLC

S B Curtis DLC

L Patterson

LAKE

PACKARD

COLUMBIA

J Linsey DLC

J Linsey D L C

LAKE

J Patterson D L C

Felida

SHILLAPOO LAKE

G Beatty D L C

G Beatty DLC

SHILLAPOO LAKE

C Poulin D L C

RIVER

T3N
T2N

D Sturgess D L C

D Sturgess DLC

LAKE

T3N
T2N

O Sturgess DLC

O Sturgess DLC

W Hatten DLC

VANCOUVER

LAKE

W Dillon DLC

W Dillon DLC

STA. 376+00
PROPOSED INTERSECTION
AT GRADE

Hatten DLC

W Hatten DLC

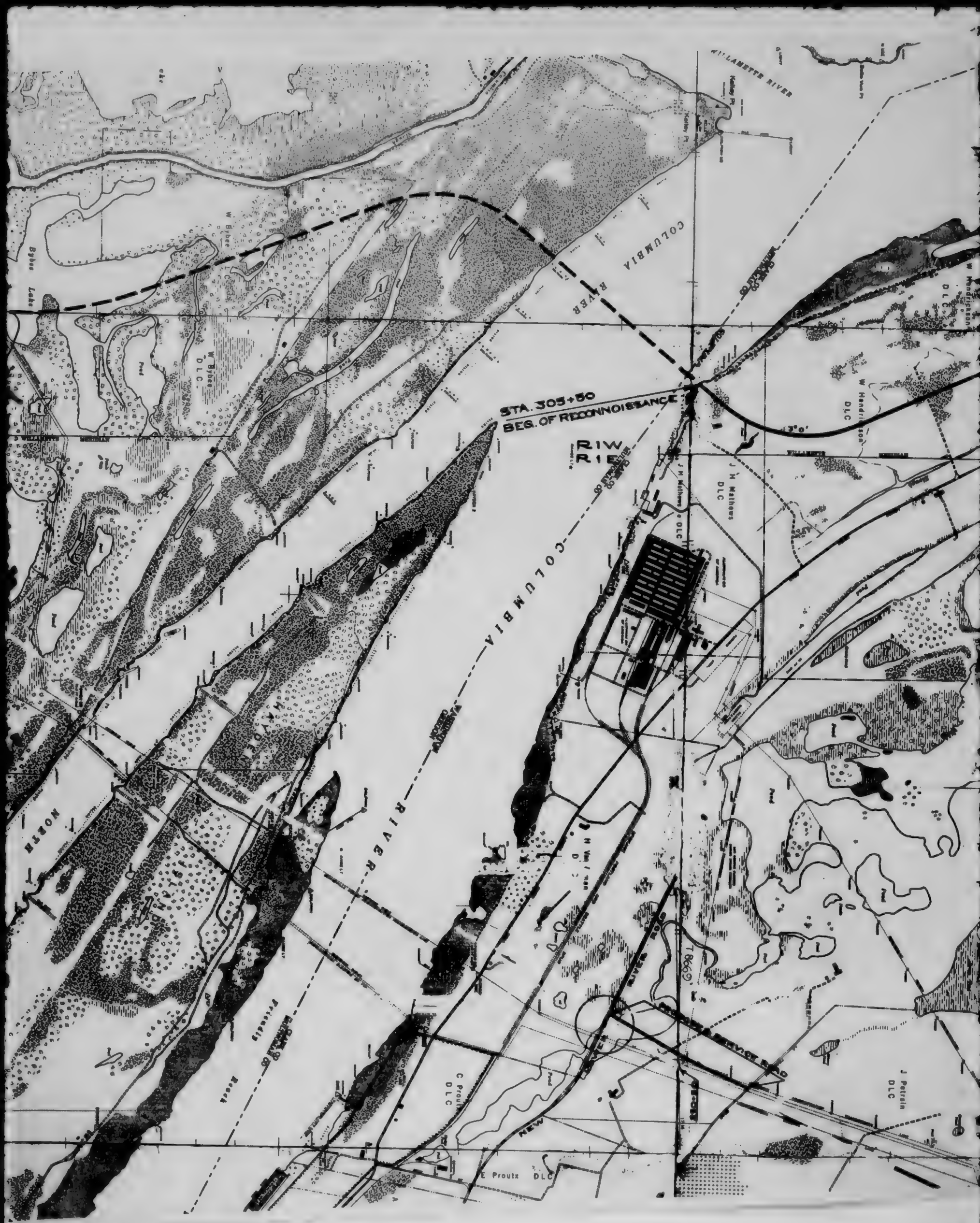
W Hendrickson DLC

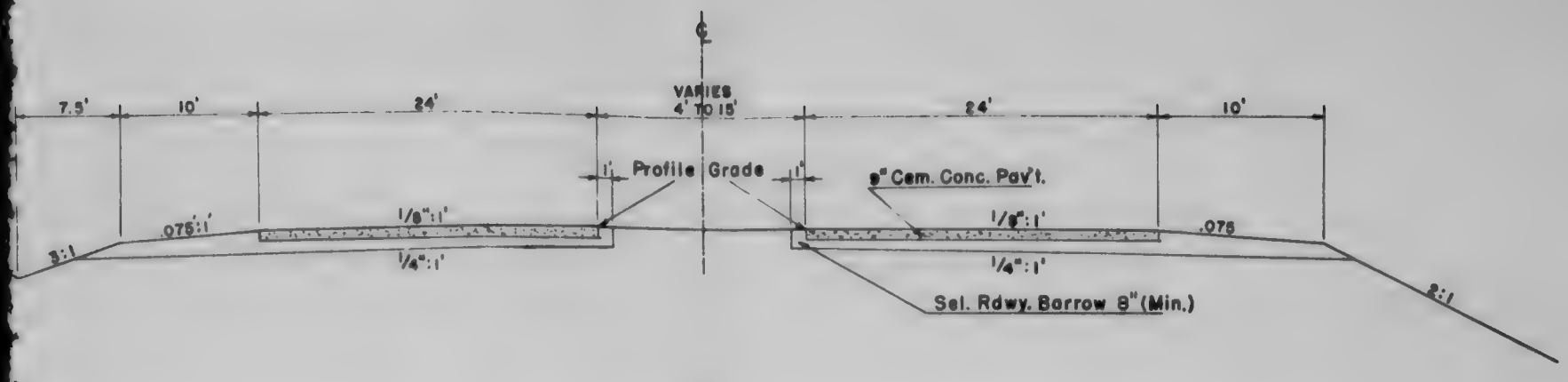
W Hendrickson

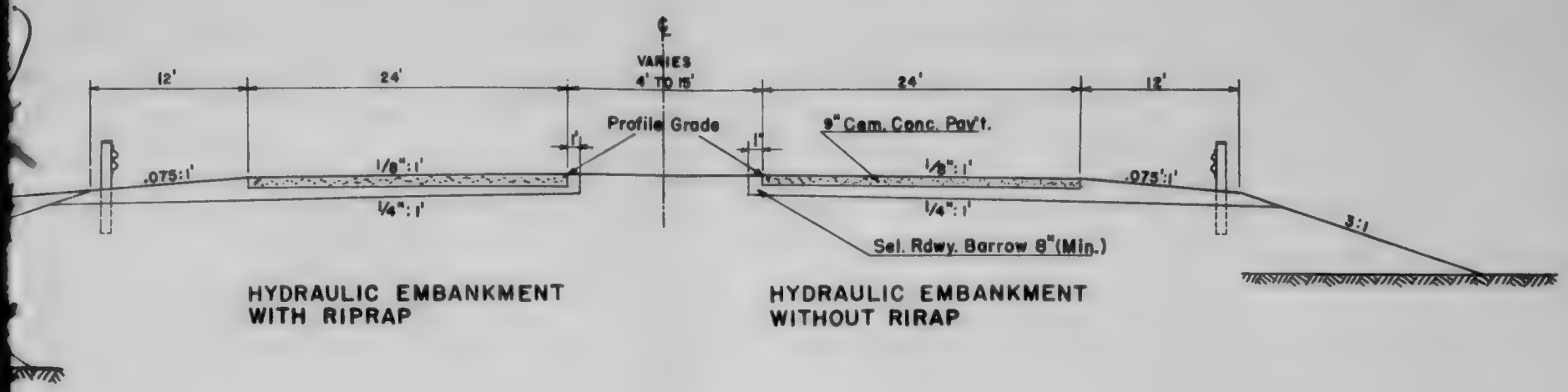
A Roble DLC

J Petrain DLC

WILLAMETTE RIVER
COLUMBIA RIVER
STA. 303+50
BEG. OF RECONNOISSANCE
R1W
R1E
COLUMBIA RIVER HIGHWAY
RIVER ROAD
NEW
W Hendrickson DLC
J H Mathews DLC
J Estrada DLC
C Proutx DLC
E Proutx DLC
T8669

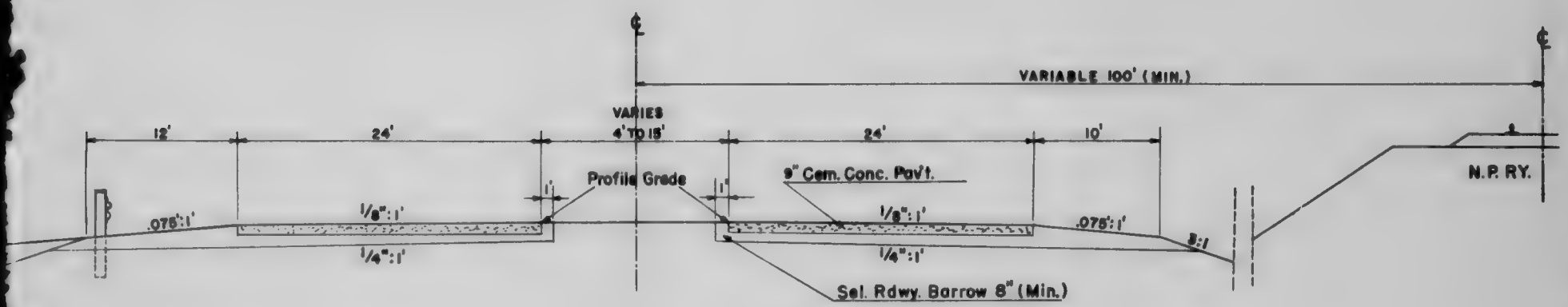

WILLAMETTE RIVER
COLUMBIA RIVER
STA. 305+50
BEG. OF RECONNOISSANCE
R1W
R1E
COLUMBIA RIVER
NORTH PORTLAND
RIVER ROAD
PORTLAND
NEW
Byles Lake
W Byles DLC
W Hendrickson DLC
J H Mathews DLC
C Proutx DLC
E Proutx DLC
J Petrain DLC
T 8669





HYDRAULIC EMBANKMENT
WITH RIPRAP

HYDRAULIC EMBANKMENT
WITHOUT RIRAP



HYDRAULIC EMBANKMENT

COLUMBIA RIVER INTERSTATE BRIDGE

PORTLAND, ORE., TO VANCOUVER WN.

ROUTE No. 5

WASHINGTON APPROACH - ST. JOHNS ROUTE
TYPICAL ROADWAY SECTIONS

JULY 2, 1951

FIGURE 32

1377+00 55.00

+2.00% 500' V.C.

1393+00 67.00

0.00%

1400

Over Crossing N.P. Ry P.S.H. No. 1

1407+00 67.00

-3.00% 750' V.C.

1417+00 37.00

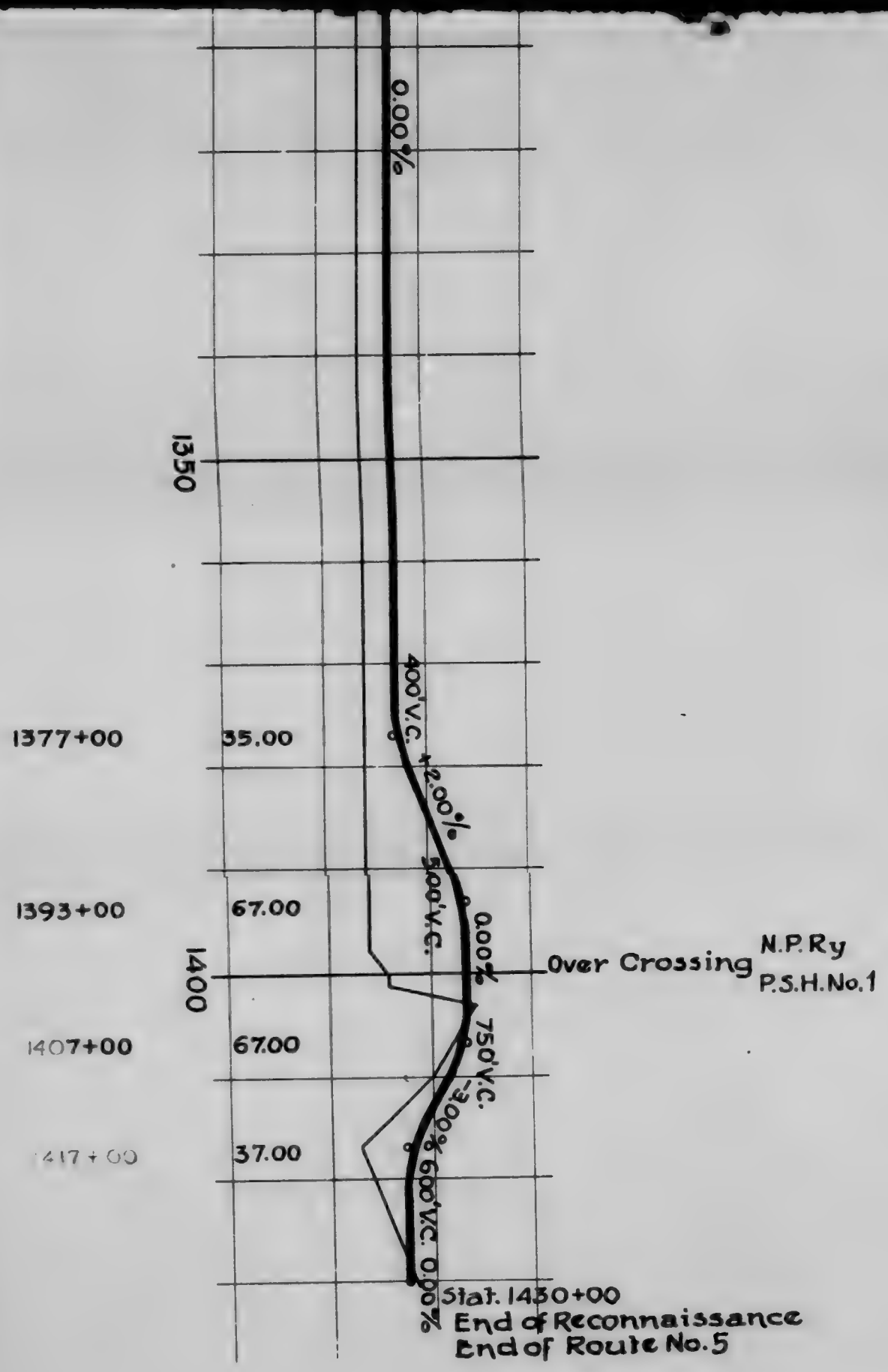
-6.00% 600' V.C.

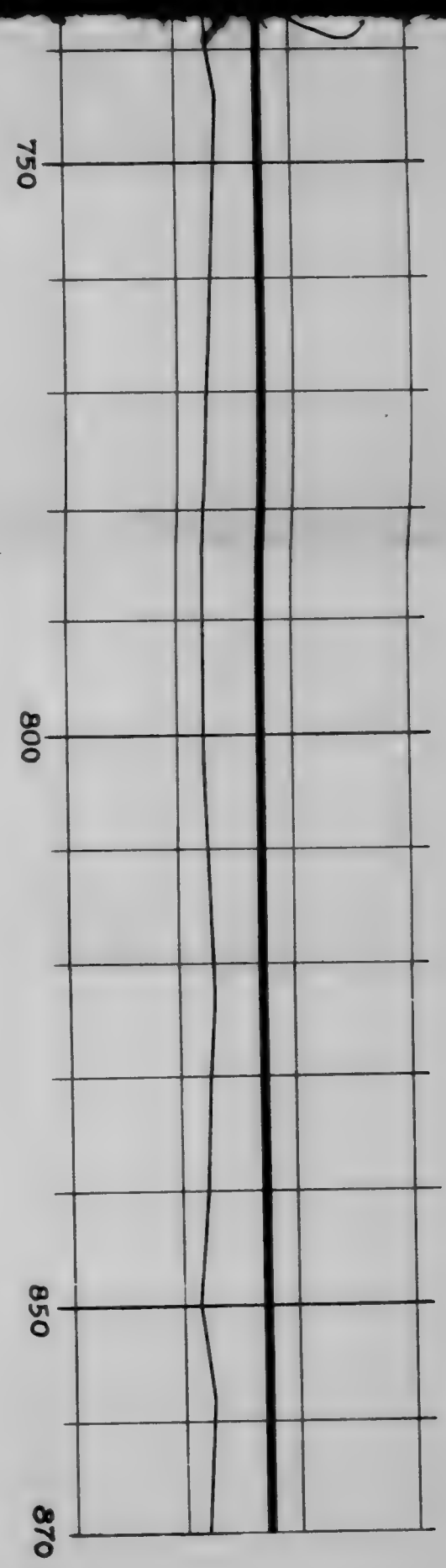
-0.00%

Stat. 1430+00
End of Reconnaissance
End of Route No. 5

850

870


0.00%
1350
400' V.C. +2.00%
1377+00
35.00
500' V.C.
1393+00
67.00
0.00%
1400
Over Crossing
N.P. Ry
P.S.H. No. 1
750' V.C. -3.00%
1407+00
67.00
600' V.C. 0.00%
1417+00
37.00
Stat. 1430+00
End of Reconnaissance
End of Route No. 5


750
800
850
870

1216+00 35.00

1226+00 45.00

1234+00 45.00

1244+00 35.00

1250

400'V.C. +1.00% 0.00% -1.00% 400'V.C.

1228

Woodland Interchange

1300

0.00%

1350

650

700

750

1082+00

50.00

400' V.C. 0.00%

Lewis River
Draw Span

1100

1103+00

50.00

400' V.C. -1.00%

1118+00

35.00

1150

0.00 %

1200

400' V.C. +1.00%

1216+00

35.00

1050

600

650

1000

1050

1067+00

35.00

400' V.C. -1.00%

1082+00

50.00

400' V.C. 0.00%

Lewis River
Draw Span

1100

1103+00

30.00

400' V.C. +1.00%

1118+00

35.00

450

500

1155

900

950

1000

Lake River
Draw Span

320+50

35.0

500' V.C.

0.00%

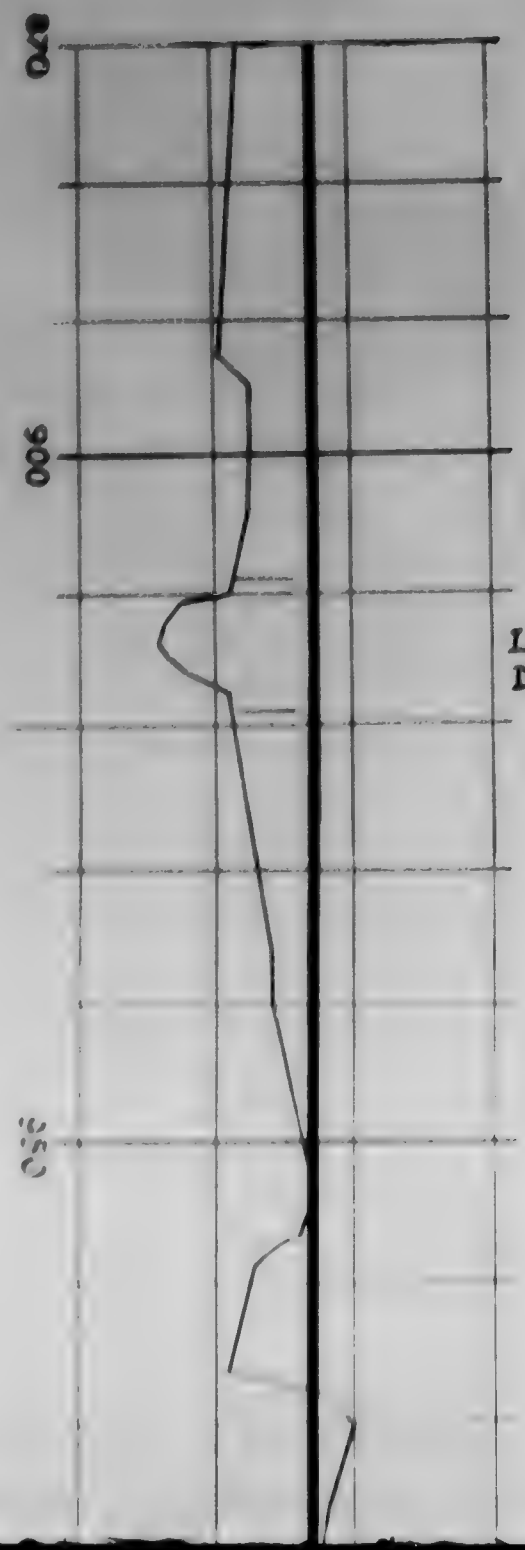
350

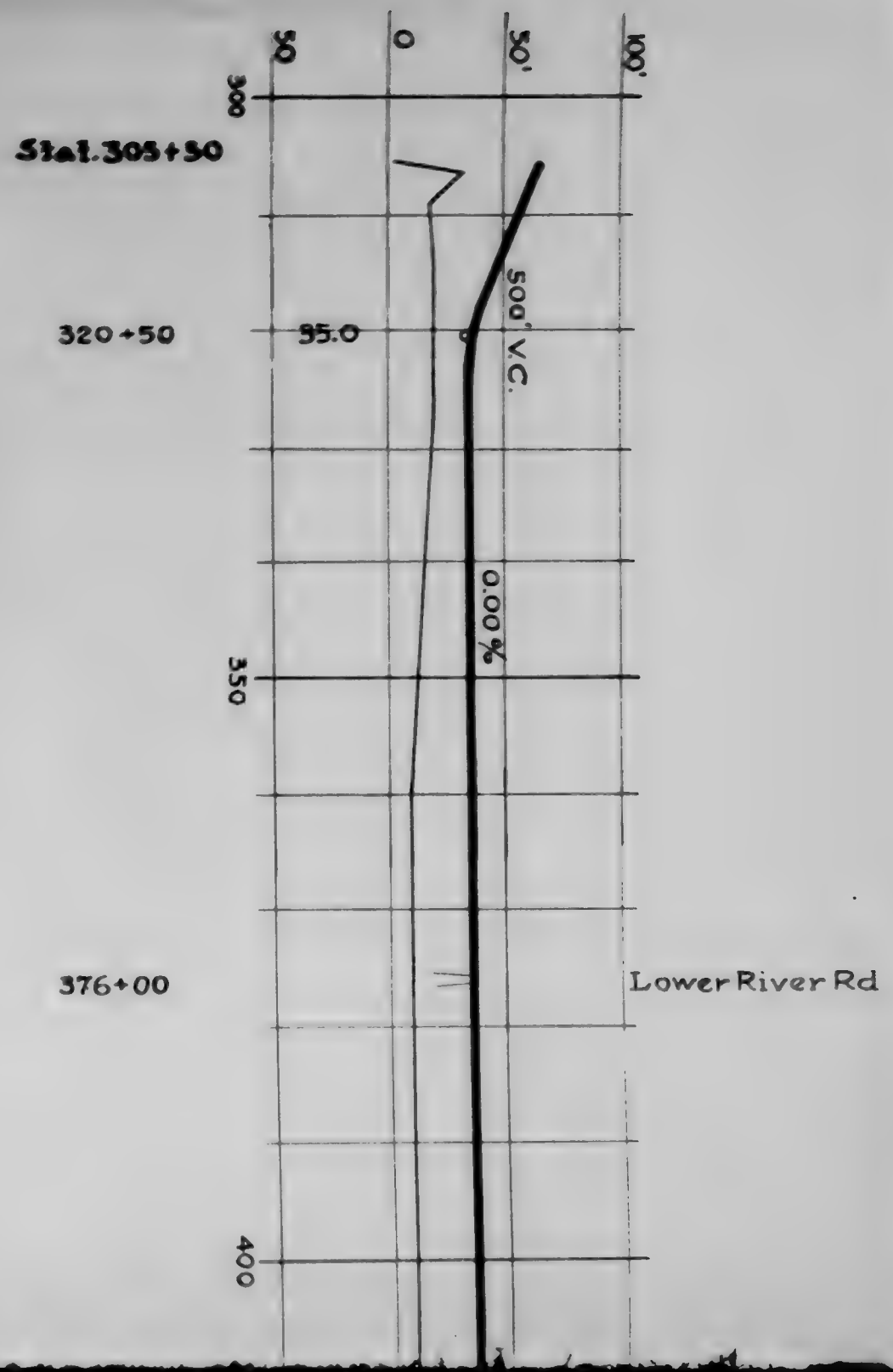
376+00

Lower River Rd

400

450


Lake River
Draw Span


Sta 1.305+50
320+50
35.0
500' V.C.
0.00%
376+00
Lower River Rd

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OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
December 24, 1954

SUBJECT: Proposed Interstate Bridge across Columbia River

To: Memorandum

1071-L
State Highway Engineer

Several questions have been presented with respect to the validity and adequacy of legislation enacted by the legislatures of Oregon and Washington for the purpose of authorizing the construction of a new bridge across the Columbia River between Portland and Vancouver adjacent to the existing Interstate Bridge as a joint project between the States of Oregon and Washington. These questions in so far as they pertain to the Oregon laws and appropriate comments with respect to each are set forth hereafter.

In considering these questions the provisions of Chapter 389, Oregon Laws 1953, cannot be considered alone, but must be construed as affected by other statutes and by the general facts involved in this problem. It should be emphasized that under statutory authority entirely exclusive of Chapter 389, Oregon Laws 1953, the Oregon State Highway Commission has complete authority to construct, operate and maintain bridges over the Columbia River to the State of Washington, to enter into agreements to accomplish that purpose, to operate such bridges as free or toll bridges, and in brief, to do everything required in connection with the construction of the proposed new interstate bridge. See ORS 381.005 through ORS 381.080, and ORS 382.105 through ORS 382.115. Legislation was introduced and enacted by the Oregon legislature in connection with this project for one reason and one reason only. Under the provisions of ORS 381.070 (Chapter 202, Section 11, Oregon Laws 1941) the State Highway Commission has and had prior to the 1953 session of the legislature authority to operate bridges over the Columbia River to the State of Washington as toll bridges or free bridges, and in cooperation with the Director of Highways of the State of Washington to do anything and everything necessary for the proper and efficient operation of such bridges as toll bridges. The only impediment to the exercise of this authority lay in the provisions of §§ 100-3276, O. C. L. A., through § 100-3290, O. C. L. A. These statutes, some of which were obsolete, pertained specifically to the existing Interstate Bridge over the Columbia River between Portland and Vancouver. Under the provisions of § 100-3288 and § 100-3290, O. C. L. A., the authority to impose and collect tolls and franchise fees for the use of the existing Interstate Bridge was restricted. Inasmuch as it was undesirable to have a free bridge located adjacent to a toll bridge, it was necessary to repeal these statutes so

that the same tolls could be made applicable to both bridges. It should be pointed out that in absence of these repealed statutes there would have been no impediment on the part of the Oregon State Highway Commission to the completion of the project for the new bridge. It should further be noted that many of the objections to Chapter 389, Oregon Laws 1953, are equally applicable to the repealed statutes referred to above.

1. Is Chapter 389, Oregon Laws 1953 (ORS 381.086 through ORS 381.094) a special act so as to come within the terms of Article IV, Section 23, Oregon Constitution, which prohibits special legislation?

It is well settled that all power of legislation belonging to the people is vested in the legislature unless such power is restricted and limited by some constitutional provision. Of course it follows that in the first instance the power to create roads and to regulate and control them, to lay out, change or vacate them, is vested in the legislature, and it may do any of these things fully and freely, and in any manner it may see fit to adopt unless restricted by the Constitution itself. Article IV, Section 23 of the Constitution of Oregon prohibits the enactment by the legislative assembly of special or local laws in any of fourteen enumerated cases. Of those fourteen enumerated cases only two are involved here. Those two are as follows:

"For laying, opening and working on highways, and for the election, or appointment of supervisors;".

"For the assessment and collection of taxes for county, township or road purposes".

The above-quoted prohibition against the enactment of special or local laws for the assessment and collection of taxes does not affect the validity of the statute under discussion. The provisions of Chapter 389, Oregon Laws 1953 (ORS 381.086 through ORS 381.094) provide for the imposition and collection of tolls and franchise fees for the use of the existing Interstate Bridge. Tolls are not taxes. Tolls are strictly speaking compensation paid for the use of a bridge and are similar to the tolls paid to a ferryman where a ferry is used. It is accordingly held that tolls are not to be regarded as taxes within the meaning of provisions of state constitutions for bidding special or local laws for assessment and collection of taxes for state and county purposes. 51 Am. Jur. 49, Taxation, Section 17; Annotation, 167 A. L. R. 1356.

The above-quoted constitutional prohibition against the enactment of special or local laws for laying, opening and working on highways does not affect the validity of the act under discussion. As noted above, Chapter 389, Oregon Laws 1953 (ORS 381.086 through ORS 381.094) authorizes the operation of the existing Interstate Bridge as a toll bridge, authorizes the imposition and collection of tolls and franchise fees for the use of the bridge, authorizes the State Highway Commission to enter into contracts for the purpose of carrying out the provisions of the act, provides for the use and disposition of revenues derived from toll and franchise fees, and provides that the existing Interstate Bridge shall eventually be operated as a free bridge. Neither in terms nor by reasonable implication does the act pertain to "laying, opening and working on highways".

Even if it be held that the act under discussion is "for laying, opening and working on highways" it is noted that upon at least two occasions the Supreme Court of Oregon has declared that this constitutional provision has been impliedly repealed. Stoppenback v. Multnomah County, 71 Ore. 493, 142 Pac. 832 (1914); Salmon River-Grand Ronde Highway Improvement District v. Scott, 145 Ore. 121, 27 P.2d 183 (1933). In view of the inapplicability and the implied repeal of the constitutional provision prohibiting special and local laws laying, opening and working on highways, it is unnecessary to consider whether the act under discussion is in fact a "special or local law". In this connection, however, it should be noted that the Courts have had considerable difficulty with the question of what constitutes a special or local law, as opposed to a general law.

The cases of Allen v. Hirsch, 8 Ore. 412 (1880), and Maxwell v. Tillamook County, 20 Ore. 495 (1891) involved the question of whether statutes authorizing and appropriating money for the construction of specified public roads were constitutional. Although both cases involved particular and specified roads, the Hirsch case held the statute to be valid since the road in question was of interest and benefit to a large portion of the State, while in the Maxwell case it was held that the road in question was of purely local interest.

2. Does Chapter 389, Oregon Laws 1953 (ORS 381.086 through ORS 381.094) constitute an unlawful delegation of authority?

It is to be borne in mind that the purpose and effect of the act under consideration is to authorize the collection and imposition of tolls, and to provide for the use of revenues derived from such tolls. The act is not one which authorizes the

State Highway Commission to adopt rules and regulations without setting forth sufficient standards or guides for the Commission. It is this latter category of cases which has been of most concern to the Courts. In regard to the delegation of the power to fix or limit the rates or charges exacted by public service corporations, such as railroads and bridge companies, it is said in 42 Am. Jur. 357, Public Administrative Law, Section 52, that such power may be conferred upon administrative authorities without involving any unlawful delegation of legislative power. It is there said: "The only standard which the legislature must prescribe for the guidance of the administrative authorities is that the rate be reasonable and just. Even in the absence of an expressed requirement as to reasonableness, this standard may be implied." In the instant case the amount of the tolls to be charged will be governed by two factors. First, the requirement that the revenues derived from the imposition and collection of franchise fees be used for the purposes set forth in ORS 381.092, and the further requirement that the existing Interstate Bridge shall be operated as a free bridge whenever all bonds and interest issued for the purpose of obtaining funds for the construction of a new bridge have been paid, as set forth in ORS 381.094. Second, by the implied requirement and practical control that the tolls must not be unreasonable in amount or so burdensome that the bridge will not in fact be used. Practical considerations demand that the amount of the tolls be set high enough to derive funds for the purposes set forth in ORS 381.092, and low enough that the public will be willing and able to pay the tolls so that revenues will be derived.

3. Do the people of Multnomah County or of the State of Oregon have a vested right in keeping the existing Interstate Bridge forever free from tolls?

The Attorney General of the State of Oregon has given his opinion on this question and has concluded that the people of the County and State have no vested right which would require the operation of the existing Interstate Bridge as a free bridge. In the opinion of the Attorney General it is stated that as to matters of legislation between a state and one of its political subdivisions no contractual rights exist, and therefore there cannot be an impairment of a contract within the meaning of the United States Constitution. It is also noted in the Attorney General's opinion that the agreement between the State and Multnomah County relative to the transfer of ownership of the Interstate Bridge contains a specific provision recognizing that the agreement is subject to the paramount

control of the state legislature, and that the legislature could amend, modify or void the agreement. A copy of the Attorney General's opinion is attached hereto and is considered determinative of the question.

With respect to the other questions relative to legislative authority supplemental to that granted in Chapter 389, Oregon Laws 1953, the following comments are made:

1. Authorization for Oregon and Washington to jointly construct a toll bridge or make an agreement for such construction: ORS 381.005, 381.010, 381.015 and 381.070.

2. Authority to make agreements for construction, operation and maintenance of both bridges and collection of tolls on both bridges: ORS 381.090, 381.092, as well as the statutes cited above.

3. Authority of the State Highway Commission to enter into an agreement binding the State of Oregon: ORS 381.010, 381.055 and 381.090.

4. Authority for the Washington Toll Bridge Authority controlling and operating the existing bridge: See ORS 381.010, 381.015 and 381.070. While these statutes do not specifically refer to the control and operation of the existing bridge by the Washington Toll Bridge Authority, the Oregon State Highway Commission is given more than ample authority to enter into contracts with agencies of the State of Washington for the purpose of controlling, operating and maintaining bridges over the Columbia River.

5. This pertains to Washington legislation and has not been researched.

6. Authority to use toll revenues derived from the existing bridge to pay for the construction, maintenance and operation of both bridges: See ORS 381.092 for specific authority. ORS 381.070 is probably sufficient general authority even in the absence of specific authority.

7. Legislative authority for the Washington Toll Bridge Authority to collect tolls on the existing bridge: See preceding questions.

8. See preceding questions.

9. This question pertains to Washington legislation and has not been researched.

10. Legislative authority to place tolls on the new bridge in order to construct it and pay cost of maintenance and operation of both bridges: See ORS 381.092. See also ORS 381.070 which permits the operation of toll bridges generally.

11. See preceding questions.

Questions 12 through 15 concern Washington legislation only and have not been researched.

Robert L. May

ROBERT L. MAY, JR.
Assistant Counsel

RLM:avh

FORM S-122 5M4 REVISED 8-52

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7971
W.C. Williams
4653

COMMISSIONERS
BEN R. CHANDLER, CHAIRMAN
Coos Bay
CHAS. H. REYNOLDS, MEMBER
La Grande
M. K. McIVER, MEMBER
Portland
H. B. GLAISYER
SECRETARY

OREGON
STATE HIGHWAY DEPARTMENT
SALEM

R. H. BALDOCK
STATE HIGHWAY ENGINEER
W. C. WILLIAMS
1ST ASST. STATE HWY. ENGR.
W. W. STIFFLER
2ND ASST. STATE HWY. ENGR.
C. W. ENFIELD
CHIEF COUNSEL

December 14, 1954

NOTED
W. C. WILLIAMS

Mr. Paul Sinnitt
Assistant Attorney General
Washington Highway Department
Olympia, Washington

Dear Mr. Sinnitt:

Thank you for your letter of December 6, 1954, written subsequent to our telephone conversation of the same date, concerning a proposed meeting relative to the proposed interstate bridge between Vancouver and Portland.

It is satisfactory, to all interested members of the Oregon Highway Department, to schedule the meeting between representatives of the Washington Highway Department, Washington Toll Bridge Authority and Oregon Highway Department in Mr. Baldock's office at 11:00 A. M., Tuesday, December 28, 1954, for the purpose of discussing the possibility of additional legislation that may be needed with respect to the construction and operation of a new toll bridge between Vancouver and Portland, and the placing of tolls upon the existing bridge.

Mr. May is presently reviewing the letter to you from Mr. Richard Thorgrimson relative to possible deficiencies of Washington and Oregon legislation concerning this proposed bridge, two copies of which you very kindly supplied to us, and as soon as our consideration and research of the questions presented by Mr. Thorgrimson have been completed, we will prepare a memoranda concerning the same and forward a copy to you.

We will also be prepared to discuss the matter with Mr. Ralph Davis on Monday, December 27, in advance of the meeting to be held the following day.

With best personal regards, I am

Very truly yours,

C. W. ENFIELD
Chief Counsel

CWE:aj
cc - W. A. Bugge
Ralph Davis
Darrell Hedges
J. Arnold Cobley
R. L. May, Jr.
R. H. Baldock
W. C. Williams
G. S. Paxson

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PRESTON, THORGRIMSON & HOROWITZ

ATTORNEYS AT LAW

NORTHERN LIFE TOWER

SEATTLE 1

November 26, 1954

NOTED
State Highway Engineer

Mr. D. B. Hedges
Acting Secretary
Washington Toll Bridge Authority
Transportation B uilding
Olympia, Washington

Dear Darrell:

Re: Proposed Toll Bridge Authority
Revenue Bonds for New Portland-
Vancouver Bridge

It seems to us that there are three major questions that have to be decided as to the validity of the acts passed by the 1953 Washington and Oregon legislatures for the construction, maintenance and operation, and financing of the proposed new Portland-Vancouver bridge. We are briefing these questions, and suggest that you have Ralph Davis -- or one of the other assistant attorneys general assigned to the Highway Department -- do likewise, and perhaps next week or the week after we can have a conference and decide whether such questions seriously affect the right of the Toll Bridge Authority to issue the proposed bonds under the present existing legislation.

These questions are as follows:

1. Are either of the acts (Chapter 132, Washington Session Laws, 1953; Chapter 389, Oregon Session Laws, 1953) such special acts that they come within the prohibition of the state Constitutions prohibiting special legislation? (See Article 2, Section 28, subsection 2, Washington Constitution; Article 4, Section 23, Oregon Constitution).

2. Does either of said acts -- and particularly the Oregon act--constitute an unlawful delegation of authority? Our concern is chiefly about the Oregon act, because the standards or conditions under which the State Highway Commission may act are not defined in the Oregon act.

3. Because the present bridge was a toll bridge owned by Clark and Multnomah Counties, which counties deeded their portions of said bridge to their respective states pursuant to special legislation when the tolls were removed, do the people of such counties, or even the states, have a vested right in keeping such bridge forever free from tolls?

In addition to the three above questions, we have thought of the following ten or twelve more minor questions, which we think the statutes of the two states should answer or make provision for. We are now going over the Washington Toll Bridge Authority Act to determine how well it supplements Chapter 132, S. L. 1953 in answering these questions, but would also like to have Mr. Davis or any other assistant attorneys general do likewise so we can compare notes when we get together. These questions are applicable to the legislative acts of both states in most cases except where indicated to the contrary.

1. Is there authorization from each state for both states to jointly construct a toll bridge or make an agreement for such construction?

2. What authority is there for each state to make an agreement between the states for construction of a new bridge, operation and maintenance of both bridges, and collection of tolls on both bridges?

3. What authority is there for the Toll Bridge Authority to enter into an agreement binding the State of Washington and the State Highway Commission to enter into an agreement binding the State of Oregon?

4. What authority is there from each state for the Washington Toll Bridge Authority to control and operate the existing bridge when the new bridge is built?

5. What authority is there from the Washington legislature for the Washington Toll Bridge Authority to accept control and operation of the Oregon half of the existing bridge?

6. What authority is there from each legislature to replace tolls on the existing bridge to pay costs of construction of the new bridge and maintenance and operation of both bridges?

7. What authority is there from each legislature for the Washington Toll Bridge Authority to collect tolls on the existing bridge to pay costs of the new bridge?

8. What authority is therefrom each legislature for the Washington Toll Bridge Authority to control and operate the new bridge?

9. What authority is there from the Washington legislature for the Toll Bridge Authority to accept control and operation of the entire new bridge when and if granted by the Oregon legislature?

10. What authority is there from each legislature to place tolls on the new bridge in order to construct it and to pay costs of maintenance and operation of both bridges?

11. What authority is there from each legislature for the Washington Toll Bridge Authority to collect tolls on the new bridge for building it and for costs of maintenance and operation of both bridges?

12. Is it necessary that the Washington legislature transfer title in the Washington half of the existing bridge to the Washington Toll Bridge Authority so that it may charge tolls on the existing bridge?

13. Is there any Washington legislation that specifically merges or combines two bridges and authorizes the charging of tolls for the use of both bridges to pay costs of building one bridge and maintaining and operating both bridges?

14. Is there any Washington legislation that permits the Toll Bridge Authority to issue bonds payable out of revenues of two bridges to build one bridge and maintain and operate both bridges?

15. What authority is there from the Washington legislature authorizing the Toll Bridge Authority to enter into a contract with Oregon, the Oregon Highway Commission, or anyone else, whereby the other party is to construct a new bridge to be operated and controlled by the Toll Bridge Authority?

You can see that a lot of these questions overlap, and also that quite a few are answered by existing laws, yet we think it advisable to determine whether or not allof these questions are covered by existing statutes in order to determine whether amendatory legislation is necessary.

We presume that you or Ralph will get in touch with us when all of you have had a chance to consider the questions raised herein.

Very truly yours,

PRESTON, THORGRIMSON & HOROWITZ

By
Richard Thorgrimson

RT:hf

RECEIVED
DEC 13 1954
FOR FILING

November 18, 1954

Washington Toll Bridge Authority
Transportation Building
Olympia, Washington

Attention: Mr. D. B. Hedges
Acting Secretary

Gentlemen:

Reference is made to your letter of October 6, 1954 regarding the payment of fees of the bond attorneys in connection with the issuance of revenue bonds to finance the proposed toll bridge across the Columbia River between Vancouver, Washington, and Portland, Oregon.

This matter had the attention of the Oregon State Highway Commission at its meeting on October 28, 1954, and I am pleased to inform you that the arrangement outlined in your letter was approved by the Commission in conformity with provisions covering the subject that are contained in the agreement for this cooperative project.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

HBG:jme

cc: Mr. W. A. Bugge
Director of Highways
Department of Highways
220 Transportation Building
Olympia, Washington

RECEIVED
OCT 27 1954
FOR FILING
7171

October 26, 1954

Oregon State Highway Commission

Gentlemen:

Herewith is a letter from the Washington Toll Bridge Authority with reference to the Vancouver-Portland Toll Bridge.

I would recommend that authority be given to approve the legs of the hand stairways, the cost of which would be, of course, borne by the project and returned by the toll charges.

Very truly yours,

R. H. Baldock
State Highway Engineer

RHB:hd
Encl.

ARTHUR B. LANGLIE, Governor
Chairman of Authority

CLIFF YELLE, State Auditor

E. W. ANDERSON
Chairman, Public Service Commission

FRED G. REDMON
Chairman, State Highway Commission

H. D. VAN EATON
Director of Public Institutions

STATE OF WASHINGTON

W. A. BUGGE, Director of Highways
Ex Officio Member

J. W. HOOVER
Secretary of Authority

WASHINGTON TOLL BRIDGE AUTHORITY

TRANSPORTATION BUILDING
OLYMPIA, WASHINGTON

October 6, 1954

Mr. R. H. Baldock
State Highway Engineer
Oregon State Highway Commission
Salem, Oregon

Re: Vancouver-Portland Toll Bridge

Dear Sir:

For your information I wish to advise that the Washington Toll Bridge Authority at its meeting of August 3, 1954 authorized the Director of Highways to negotiate for bond counsel in connection with the issuance of the revenue bonds to finance the Vancouver-Portland Toll Bridge. As a result of this action, Mr. W. A. Bugge as Director of Highways requested a proposal from the legal firm of Preston, Thorgrimson and Horowitz for a quotation of fee, which they submitted under date of October 1, 1954 as a supplement to previous correspondence.

In their fee proposal they quoted a figure of 50¢ per bond for the furnishing of a legal opinion as to the validity of said bonds plus incidental out-of-pocket expenses in connection therewith which would not exceed $500.00. In addition, they quoted a fee to draw all the necessary bond proceedings and handle any litigation which might be deemed necessary in order that an approving opinion could be issued. This proposal was based upon a minimum of $2,500.00 and a maximum of $5,000.00, the exact amount of fee to be based upon the amount of work time and the amount of responsibility involved.

In addition to the foregoing fees, they felt that it might be necessary to have additional legislation. They proposed to make a thorough study of all the laws of both states pertaining to the construction, operation, maintenance and financing of said bridges and will submit their opinion to the Toll Bridge Authority as to what, if any, steps are necessary by either or both states to resolve all questions before the bonds are offered for sale, and further that if it is determined that supplemental legislation is necessary they would be responsible for the drafting. Their proposed fee for this work will be not to exceed $750.00 for the Oregon legislation and not to exceed $250.00 for the Washington legislation, plus out-of-pocket expenses for any necessary trips to Salem or Olympia, long distance telephone charges, etc., but not to exceed $200.00.

The subject proposals were submitted to the Washington Toll Bridge Authority at its meeting held October 4, 1954, and the Authority accepted the proposed fee of 50¢ per bond for the issuance of the approving opinion. No formal action was taken by the Authority, but rather the Director of Highways was instructed to negotiate the added fees as might be required after proper conferences between the

Oregon highway officials and officials of this state whereby it may be resolved as to what final action, if any, may be required which would permit the issuance of a validity opinion.

Mr. Thorgrimson has been requested by this office to arrange a conference between the interested parties as soon as possible, in order that the questions may be properly resolved as soon as possible.

Very truly yours,

WASHINGTON TOLL BRIDGE AUTHORITY

By: D. B. HEDGES
Acting Secretary

DBH:bd
cc: Mr. Bugge

RECEIVED
OCT 8 1954
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
OCT 26 1954
FOR FILING

7971

4652

October 25, 1954

The District Engineer
Corps of Engineers, U. S. Army
628 Pittock Block
Portland 5, Oregon

Dear Sir:

This Department is making a subsurface investigation of the site for the proposed Interstate Bridge between Vancouver, Washington and Portland, Oregon.

It will be necessary to obtain samples of the river bottom sands to considerable depth, in order that an economical foundation design might be prepared.

The State Highway Department has a sampler, but it may not be adequate for the subsurface materials. If trouble is encountered, it is requested that permission be granted to the Highway Department to rent the Osterberg sampler in the possession of the Corps of Engineers Foundation and Materials Section for approximately five working days between October 28 and November 15, 1954.

The rental rate, as discussed informally with Mr. W. C. Hill, appears to be $10.00 per day, and this is satisfactory to the Highway Department.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Deputy State Highway Engineer

WCH: WCW:me

cc Mr. W. C. Hill

RECEIVED
OCT 20 1954
FOR FILING
7971
4682

October 15, 1954

Mr. Thomas J. White, Secretary
Columbia Basin River Operators
1100 Jackson Tower
Portland 5, Oregon

Dear Mr. White:

With reference to your letter of October 14, you are correct in your conclusion that the State Highway Commission intends to proceed to build the new Interstate Bridge with vertical and horizontal clearances different from the existing span.

The State does not intend to alter the existing span to correspond with the new structure until the work is authorized under terms of the Truman-Hobbs Act and the necessary funds for such revision are appropriated by Congress. We do not know when this will be.

Very truly yours,

W. C. Williams
Deputy State Highway Engineer

WCW:ms

cc Mr. R. H. Baldock
Mr. G. S. Paxson

COLUMBIA BASIN RIVER OPERATORS

1100 JACKSON TOWER
PORTLAND 5, OREGON
TELEPHONE ATWATER 4559

October 14, 1954

Mr. R. H. Baldock, State Highway
Engineer
State Highway Department
Salem, Oregon

Attention: Mr. W. C. Williams,
Deputy State Highway Engineer

Dear Sir:

In reference to your letter of October 4, 1954, would you please advise me if I am correct in concluding from the contents thereof that the State Highway Commission intends to proceed to build the new Interstate Bridge with vertical and horizontal clearances different from the existing span, and if it further does not intend to alter the existing span to correspond with the new structure.

Thanking you for your reply, I remain

Very truly yours,

COLUMBIA BASIN RIVER OPERATORS

Thomas J. White

THOMAS J. WHITE,
Secretary

TJW CP

RECEIVED
OCT 1954

October 4, 1954

Mr. Thomas J. White, Secretary
Columbia Basin River Operators
1100 Jackson Tower
Portland 5, Oregon

Dear Mr. White:

This is in reply to your letter of September 30 concerning the Interstate Bridge.

The permit which we have from the Army Engineers only authorizes the construction of the new bridge and requires the additional vertical clearance and horizontal clearance for the new structure only. The existing structure was built under permit issued by the Army Engineers in 1914. Under the Truman-Hobbs Act the cost of any revisions to the existing structure is to be allocated in accordance with benefits. The Truman-Hobbs Act places the initiation of any revisions to an existing structure with the Chief of Engineers. This matter has been called to the attention of the U. S. Engineers, and we are advised that action under the Truman-Hobbs Act is not contemplated at the present time.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Deputy State Highway Engineer

GSP:gm
cc G. S. Paxson

October 4, 1954

Mr. Thomas J. White, Secretary
Columbia Basin River Operators
1100 Jackson Tower
Portland 5, Oregon

Dear Mr. White:

This is in reply to your letter of September 30 concerning the Interstate Bridge.

The permit which we have from the Army Engineers only authorizes the construction of the new bridge and requires the additional vertical clearance and horizontal clearance for the new structure only. The existing structure was built under permit issued by the Army Engineers in 1914. Under the Truman-Hobbs Act the cost of any revisions to the existing structure is to be allocated in accordance with benefits. The Truman-Hobbs Act places the initiation of any revisions to an existing structure with the Chief of Engineers. This matter has been called to the attention of the U. S. Engineers, and we are advised that action under the Truman-Hobbs Act is not contemplated at the present time.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Deputy State Highway Engineer

GSP:gm
cc G. S. Paxson

COLUMBIA BASIN RIVER OPERATORS

1100 JACKSON TOWER
PORTLAND 5, OREGON
TELEPHONE ATWATER 4559

September 30, 1954

Paxson
Please prepare reply -

Mr. R. H. Baldock, Chief Engineer
Oregon State Highway Commission
Salem, Oregon

Dear Mr. Baldock:

It has just come to the attention of the membership of the Columbia Basin River Operators at their regular meeting Tuesday that the order of the U. S. Engineers in granting the Interstate Bridge permit to the highway departments of Washington and Oregon provided only for certain heights and horizontal clearance in the new proposed bridge, and did not contemplate any corresponding changes in the existing bridge. This came as a complete surprise to the various members of this organization, and you can imagine their concern.

I have been asked to write to inquire whether or not it is the intention of the Highway Commissions to proceed to build a new parallel span of different vertical and horizontal clearances than that now existing which would result in leaving the present bridge without changing it to conform with the new one.

Thanking you for your anticipated reply, I remain

Very truly yours,

COLUMBIA BASIN RIVER OPERATORS

Thomas J. White

THOMAS J. WHITE, Secretary

TJW:hf

RECEIVED
OCT 1 1954
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
OCT 15 1954
FOR FILING

77.1
4653

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
October 14, 1954

SUBJECT: Vancouver-Portland Interstate Bridge

To: Mr. A. G. Skelton

W. C. Williams

We need a complete survey and vicinity maps of the entire section from the point where we tie into the work of the Washington Department of Highways in Vancouver to the tie in with the construction at the Denver Avenue-Union Avenue interchange. We should have very detailed topography at each end of the main bridge and at each end of the bridge over Oregon Slough with the connecting ramps that will be built at the south bank of Oregon Slough.

I am sending you herewith such fragmentary data as we have. This includes a layout worked up by Mr. Booth in this office for the Denver-Union interchange, the crossing of Oregon Slough, and the roadway arrangement across Hayden Island. I am also sending prints from two maps showing the work on the Vancouver end of the main span. All of the Vancouver work should be checked with the Vancouver office, as we are not sure that the work was actually done exactly in accordance with these plans. You should have in your files plans of the construction work around Denver-Union and of the existing roadway across Hayden Island. For the crossing of the main river and of Oregon Slough, we should have profiles on the new center line and at points 25 feet each side of the new center line so that we can accurately estimate the excavation quantities.

I am attaching a print from our Drawing 11369 showing a plan and elevation of one of our earlier proposals for the new structure. About the only value this will have to you is to establish the distance between center lines of the existing and the new bridge.

We are working on design of this project, and this survey should receive your earliest attention.

G. S. Paxson

Encls.

GSP:gm
cc H. G. Smith
W. C. Williams

RECEIVED
OCT 6 - 1954
FOR FILING

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FORM BDO—BDM—4-54—74896
4623

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OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
October 4, 1954

SUBJECT:

NOTED
W. C. WILLIAMS

To: Mr. W. C. Williams
Deputy State Highway Engineer
State Highway Department
O f f i c e

Dear Sir:

Mr. G. S. Paxson has asked me to make a geophysical study of the location of the proposed Interstate Bridge between Portland and Vancouver. The purpose of this survey is to determine the character of the bottom formations for pier footing data.

For this job I plan to use the electric resistivity meter from a boat. To use this instrument we must have the water depth at all times. I called the Army Engineers this afternoon and was informed that they have a portable fathometer at the Government Moorage at Linton in Portland. This fathometer will not be used next week by the Army and they are willing to let us borrow it. We will need it for a week to ten days beginning Monday, October 11, 1954.

Could you contact the District Engineer in Portland to arrange official permission for us to borrow the fathometer? If we can get permission I will pick up the instrument at the Moorage on Monday.

Very truly yours,

Lewis E. Scott

Lewis E. Scott
Geologist

Consent required
Scott notified
AHT

LES:of

Authority for Survey
granted to
Mr Scott

RECEIVED
OCT 4 1954
OFFICE OF
STATE HIGHWAY ENGINEER

5 c (2)

RECEIVED
OCT 1 - 1954
FOR FILING

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

7721

Salem, Oregon
September 21, 1954

SUBJECT: Interstate Bridge

To:

Mr. R. H. Baldock
State Highway Engineer

REFERRED TO
By State Highway Engineer

Dear Sir:

In the construction of the Richmond-San Rafael Bridge, a relatively new development in the precasting of the shells for the bridge piers was worked out. In the Interstate Bridge, we will have 13 piers which are practically identical, and a modification of the methods used in the Richmond-San Rafael Bridge may prove advisable for our bridge. It is possible that a very considerable saving in the neighborhood of several hundred thousand dollars might be effected.

I would like authority to go to San Francisco early in October to confer with Mr. Raab, the engineer on the project, and with Mr. Gerwick, the contractor who built the piers. The estimated cost of the trip to San Francisco is $60.

Very truly yours,

G. S. Paxson
Assistant State Highway Engineer

GSP:aa

RECEIVED
SEP 22 1954
FOR FILING
7777
4-22-E

September 20, 1954

Honorable Earl Clark
201 S.W. 10th Street
Vancouver, Washington

Dear Earl:

The location of the proposed new bridge between Portland, Oregon and Vancouver, Washington was very carefully studied by the engineers of the Washington State Highway Department. This study indicated conclusively that at this time the best service at the lowest cost could be gained by the building of a parallel bridge adjacent to the present one, which would tie on at the Vancouver end with the Vancouver Freeway. I am sure that your fears of congestion will not be realized.

In the future, as the two communities grow, another bridge will be necessary, and studies of a new location can be made at that time, but for the present and for some time in the future the location, as I have indicated, has been agreed to by and between the Highway Commissions of the two states and it is expected that the work will be contracted in the late spring or the early summer of 1955.

Very truly yours,

R. H. Baldock
State Highway Engineer

RHB:bl
cc Commissioners
Mr. W. A. Bugge
Mr. H. E. Gleiger

RECEIVED
SEP 20 1954
FOR FILING

September 14, 1954

Mrs. Margaret L. Clark
2018-19th Street
Vancouver, Washington

Dear Madam:

This is to acknowledge your letter of September 13 addressed to the Washington State Highway Commission, a carbon copy of which was directed to the attention of the Oregon State Highway Commission.

Copies of your letter concerning the location of the proposed new bridge across the Columbia between Vancouver and Portland are being forwarded to the individual members of the Oregon State Highway Commission and to Mr. R. H. Baldock, State Highway Engineer, for their information.

Very truly yours,

H. B. Glaisyer, Secretary
OREGON STATE HIGHWAY COMM.

By
Floyd Gurley, Assistant Secretary

F:mm

cc: Commissioners
R. H. Baldock

11/4/54

September 13 1954

Washington State Highway Commission,
Olympia, Washington
Attention of: The Commissioner

Dear Sir:-

The time has come, when I would like to join in the discussions, relative to the location of the new Interstate bridge which will join Oregon and Washington. I do not believe in "airing" my views in the newspapers, but choose to write direct to whom I believe can do something about it.

In 1909, we moved to Vancouver from Eastern Oregon, and have made our home here ever since that time. I have seen Vancouver grow from a horse and buggy town, with plank streets, brick sidewalks and in places no sidewalks at all. We decided to build our home, 19 blocks north from the river and one block east from Main street, which is now Highway #99. At that time we were at the very edge of town.

Along came war 1- and in 1917 the Standifer shipyard located here. Our population grew and many improvement were started. War 2 -- came along and we really did grow and have held most of this growth. Vancouver has all the potentalities for being a huge City. With our rail and water facilities, cheap and abundant electric power, and room to expand, our future holds greats things for us. Even now our home is just one block off a street which carries the fastest, noisest traffic possible.

After years of effort and talk, we have managed to secure a replacement of Highway #99, but only 7 or 8 blocks east of where it now runs. All I can see that it will do is give a new set of residents a taste of the traffice we have had to put with for years. In my opinion the move was very short sighted. It lacks forethought and common sense. There is no doubt it was done solely because of the pressure brought by the business eliment, who are greedy for trade. They, thinking only for their own good have lost sight of the possible and no doubt definate growth of Vancouver. This highway where now located [redacted], will be right back in the center of town and too far in the future.

You realize by now, that I am not accepting meekly the present location of Highway #99, nor the proposed location of a costly bridge, along side of the present Interstate bridge. When the state spends millions it should be done with an eye to the future. The future generation should not be forced to spend another million to relocate this all important highway.

For years in my day dreams, I have seen the Port of Portland across the Columbia, located about opposite where our Kaiser Shipyard is located. I am surprised they have not already made use of the deep and wide Columbia for their shipping port. Considering the narrow river their Port is located on, they are bound to move it some other place and very soon.

I have had the good forturne of traveling all over the highways and byways of Clark County, and to me the most likely location for the new Interstate bridge, is at Fishers Landing, about eight miles up the Evergreen Highway. Here a high bridge, likened to the beautiful and efficient St.Johns bridge could easily be built. It would go over the Evergreen Highway and connect on the North side on a steep hillside. Government Island could be utilized in the construction if need be. On the South side of the bridge the traffic would be led into a district not already cluttered with a heavy flow of traffic. The highway going north from this bridge would have a level grade clear up to where ever they connect to the present Highway #99, and would go thru a sparcely populated country side. It is would afford a fast freeway for passenger cars and transport trucks which have a schedule to meet.

To sum up--------

(a)Personal gains should be forgotten, and a location choosen with keen judgement, so that millions will not have to be soon paid out for relocation.

(b)A safety consideration should enter into the plan. If a possible catastrophe should happen, with both bridges side by each, just one blow would isolate us. I will never forget the feeling of being isolated during the 1948 flood.

(c) We should take a lesson from the Eastern Cities, who for years have been building in order to isolate the main highways from City traffic. I have noticed how heavy traffic gets just four or five miles from every town. We should do everything to keep main traffic away from schools.

(d) Business must realize, that those who wish to trade will find away off the highway to come to it, if they truly wish to do business. Most tourist trade is governed by the clock, they eat, shop and sleep when their driving hours are over, not because they happen to be in any certain town.

(e) Don't tangle Vancouver and Portland traffic any more than it is now! What we need is relief. We have to drive our streets and fight our traffic. I may not live to see the present Highway #99 again in the middle of Vancouver, but it will not be to far away and much sooner than we expect.

Yours very truly,

Margaret A. Clark
201 E. 39th St. Vancouver, Wash. - U.S.A.

Copy mailed to the
Oregon State Highway
Commissioner.

RECEIVED
OCT 11 1954
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
SEP 1 - 1954
FOR FILING

1271

1163

Salem, Oregon
September 1, 1954

Mr. R. H. Baldock
State Highway Engineer
O f f i c e

Dear Mr. Baldock:

We have received in this office a fully executed copy of the agreement between the State Highway Commission and the Washington Toll Bridge Authority concerning construction of a new bridge across the Columbia River between Portland and Vancouver.

This agreement is being filed as Misc. C & A #1505.

Very truly yours

Secretary

rn

cc - Mr. C. H. Canfield
Mr. H. E. Watson

RECEIVED
FOR FILING
7971

COMMISSIONERS
FRED G. REDMON, CHAIRMAN, YAKIMA
L. B. WALLACE, MEMBER, BELLINGHAM
R. A. MOISIO, MEMBER, TACOMA
OSCAR E. STONE, MEMBER, SPOKANE
JUDGE GEORGE B. SIMPSON, MEMBER, VANCOUVER

STATE OF WASHINGTON
ARTHUR B. LANGLIE, GOVERNOR

WASHINGTON STATE HIGHWAY COMMISSION
DEPARTMENT OF HIGHWAYS
W. A. BUGGE, DIRECTOR
TRANSPORTATION BUILDING
OLYMPIA

MISC. CONTRACTS and AGREEMENTS No. 15Y5

DISTRICT OFFICES
NO. 1 SEATTLE 4, 460 SPOKANE ST.
NO. 2 WENATCHEE, P. O. BOX 90
NO. 3 OLYMPIA, P. O. BOX 327
NO. 4 VANCOUVER, 4200 MAIN STREET
NO. 5 YAKIMA, P. O. BOX 52
NO. 6 SPOKANE 21, N. 2820 MAYFAIR ST.

August 31, 1954

REFERRED TO
BY SECRETARY

Oregon State Highway Commission
Oregon State Highway Department
Salem, Oregon

Attention: Mr. H. B. Glaisyer
Secretary

Gentlemen:

As requested in your letter of August 13, 1954, we are returning herewith a fully executed copy of the agreement between the Washington State Highway Commission, the Oregon State Highway Commission and the Washington Toll Bridge Authority concerning construction of a new bridge across the Columbia River between Portland and Vancouver.

This agreement was executed by the Washington State Highway Commission during its regular meeting on August 19, 1954.

Yours very truly,

WASHINGTON STATE HIGHWAY COMMISSION

W. A. Bugge

By: W. A. BUGGE
Director of Highways

WAB:ca
RH

cc: Mr. Dinsmore
Mr. Hedges

RECEIVED
SEP 1 1954
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
FOR FILING

August 13, 1954

Washington State Highway Commission
Transportation Building
Olympia, Washington

Attention: Mr. W. A. Bugge
State Highway Engineer

Gentlemen:

Attached are four copies of an agreement with the State of Washington Highway Commission, the State of Oregon Highway Commission, and the Washington Toll Bridge Authority concerning construction of a new bridge across the Columbia River between Portland and Vancouver. These copies have all been signed by the Washington Toll Bridge Authority and the Oregon State Highway Commission, but have not been signed by the Washington State Highway Commission.

It is our understanding that your Commission's next meeting will be held beginning on August 16th. Will you kindly present this agreement to the Washington Highway Commission for signature, and when it has been signed, please return a fully executed copy to this office.

Very truly yours,

H. B. Glaisyer, Secretary
OREGON STATE HIGHWAY COMM.

By
Floyd Query, Assistant Secretary

FQ:jmc
Encls.
cc: Washington Toll Bridge Authority
Olympia, Washington

R. H. Baldock

RECEIVED
FOR FILE
REFERRED TO
D, Zone Highway Engineer
REPLY-4

August 30, 1954

NPP 800.6(Col.R.—Bridges)—5

Mr. W. A. Bugge
Director of Highways
Washington State Department of Highways
Transportation Building
Olympia, Washington

Dear Mr. Bugge:

Acknowledgment is made to your letter of August 25, 1954, commenting on our letter of August 12, 1954 to Mr. R. H. Baldock, State Highway Engineer of the Oregon State Highway Department.

It is probable our letter of August 12 did not adequately explain the stand taken by this office with regard to both the existing and proposed bridges crossing Columbia River between Vancouver, Washington and Portland, Oregon. A full explanation was not given since it was assumed that the highway departments of both States were aware of the conditions as presented in the testimony at the two hearings and as stated in various meetings with navigation interests and with this office.

At no time has this office intended to convey the opinion that it was not the responsibility of the Corps of Engineers to initiate action toward reconstruction of the existing bridge in the interests of navigation when this becomes necessary. Our statement to Mr. Baldock in the letter of August 12 stated that "if the States of Oregon and Washington desire to raise the bridge at the time the new bridge is built, to effect an over-all savings in costs or for other purposes, special legislation must be passed to provide Federal funds for the work, and such legislation must be sponsored and justified by the States with the possible assistance of navigation interests," since no funds are available for the reconstruction at this time.

Navigation interests endeavored at the two hearings to make a showing that the present bridge interfered with navigation. This was only partially successful. The major factor in the decision concerning navigation clearances for the new bridge was concerned with the future expansion of navigation. It is believed that our letter of August 20, 1954, to Mr. Baldock fully explains the condition to be expected with reference to future commerce on the waterway, well within the life of the new structure. A copy of this letter is inclosed.

KPPES-4 August 30, 1954

It is fully believed that if a duplicate of the existing bridge had been approved and constructed that not only navigation interests and the Corps of Engineers would have regretted such a decision, but the State Highway Departments as well would have found the condition intolerable in view of the increased number of openings of the lift spans necessary for navigation, and the consequent delays to land traffic in view of the expanded commerce.

If there are other questions which are not fully explained to your satisfaction here or in the inclosed letter, please feel free to request further information. It is realized that the situation may invite criticism, but I am convinced, in view of the past history of waterborne commerce on the waterway and the possibilities for the future, that you will agree that the proper action has been taken by the Corps of Engineers in regard to both bridges.

Very truly yours,

J. U. MOORHEAD
Colonel, Corps of Engineers
District Engineer

1 Incl
ey ltr to OSED,
Aug 20, 54

COMMISSIONERS

FRED G REDMON, CHAIRMAN
YAKIMA

L B WALLACE MEMBER
BELLINGHAM

R A MOISIO MEMBER
TACOMA

OSCAR E STONE MEMBER
SPOKANE

JUDGE GEORGE B SIMPSON MEMBER
VANCOUVER

STATE OF WASHINGTON
ARTHUR B. LANGLIE, GOVERNOR

WASHINGTON
STATE HIGHWAY COMMISSION
DEPARTMENT OF HIGHWAYS

W. A. BUGGE, DIRECTOR

TRANSPORTATION BUILDING
OLYMPIA

August 25, 1954

DISTRICT OFFICES

NO 1 SEATTLE 4
400 SPOKANE ST

NO 2 WENATCHEE
P. O BOX 98

NO 3 OLYMPIA
P. O BOX 367

NO 4 VANCOUVER
4200 MAIN STREET

NO 5 YAKIMA
P. O BOX 67

NO 6 SPOKANE 21
N 7220 MAYFAIR ST

REFERRED TO
Mr. Paxson
By State Highway Engineer

The District Engineer
Corps of Engineers, U.S. Army
628 Pittock Block
Portland 5, Oregon

Dear Sir:

Mr. R. H. Baldock, State Highway Engineer of the State of Oregon, has forwarded to me copies of letters relative to the alteration of the existing bridge over the Columbia River between Portland, Oregon, and Vancouver, Washington, under the Truman-Hobbs Act. As you know, the construction of the proposed bridge across the Columbia River between Vancouver and Portland will be a joint undertaking by the State of Oregon and the Washington Toll Bridge Authority of the State of Washington. The status of the present structure is of as much concern to this office as indicated by Mr. Baldock in his letters to you.

It is my understanding that the permit issued for the construction of the proposed structure authorizes only the construction of this bridge. It is noted in a letter dated August 12, sent by John A. Graf, Colonel, Corps of Engineers, to Mr. Baldock that the suggestion is made that the states of Oregon and Washington might initiate special legislation to provide federal funds to alter the old bridge. In the procedure of making an application by the states of Oregon and Washington for this permit, it was definitely pointed out that it did not appear to either state that the present bridge was an unreasonable obstruction to navigation. In view of the fact that the permit, as now issued by the Corps of Engineers, authorizes only the construction of the new bridge, it is most definitely felt that if any legislation is initiated to alter the existing structure to conform with the horizontal and vertical clearances as provided for in the new bridge, it is the responsibility of your office and any legislation as contemplated under the Truman-Hobbs Act should be so initiated by your office. I do not feel that the responsibility rests either with the State of Washington or the State of Oregon in the matter of effecting clearance changes on the existing bridge, and if navigation interests demand such a change, it should be a matter to be settled between the Corps of Engineers and the navigation interests.

I fully agree with the statement in Mr. Baldock's letter to you of August 17, in

NOTED
G.S. PAXSON

which he states "that if the new bridge is built in conformance with the permit and the existing bridge is not revised, no benefit of any kind will accrue to navigation, whereas highway users will be forced to endure the cost and the inconvenience of the rise and fall of the grade line for no apparent reason. Moreover, the appearance of the two structures, on different grade lines so close together, will offend the esthetic sense of many people. Unquestionably, this condition will result in criticism of the States for building the new structure, and quite probably, of the U. S. Engineers for incorporating such requirements in the permit." It is quite evident that upon completion of the new structure initiated by the two states, demands will be made to reconstruct the existing bridge. It is a situation of the utmost importance and, as stated, it is one that must be considered by your office consistent with the navigation demands on the Columbia River.

Very truly yours,

W. A. BUGGE
Director of Highways

WAB/rr

RECEIVED
AUG 30 1954
OREGON STATE HIGHWAY COMMISSION
BRIDGE DEPARTMENT

RECEIVED
AUG 27 1954
OFFICE OF
STATE HIGHWAY

RECEIVED
FOR FILING

August 24, 1954

Mr. W. A. Bugge
Director of Highways
Washington Highway Department
Transportation Building
Olympia, Washington

Dear Mr. Bugge:

Pursuant to our telephone conversation today, I am enclosing copies of the two letters which you requested.

Very truly yours,

R. H. Baldock
State Highway Engineer

RHB:lg

Copy of Baldock letter & Dan Bugge of Aug 17,

ADDRESS REPLY TO
THE DISTRICT ENGINEER
(NOT TO INDIVIDUALS)
NPPKS-4

CORPS OF ENGINEERS, U.S. ARMY
OFFICE OF THE DISTRICT ENGINEER
PORTLAND, OREGON DISTRICT
628 PITTOCK BLOCK
PORTLAND 5, OREGON

August 20, 1954

REFER TO FILE
NO. NPP 800.6(Col.R.-Bridges)-4

Oregon State Highway Department

Salem, Oregon

ATTENTION: Mr. R. H. Baldock, State Highway Engineer

Gentlemen:

Replying to your letter of August 17, 1954, you are advised that this office is in agreement that many people, who are unaware of the past growth of waterborne commerce on Columbia River, will probably be very critical of the Corps of Engineers and the State highway departments because of the difference of the two structures.

However, it is believed that a study of the increase in commerce since the existing bridge was built, and a knowledge of the buildup of industry and navigation in the Inland Empire, as well as a realization of the future possibilities for commerce in view of the improved navigation conditions in Columbia River above the Portland-Vancouver area, would reveal that the Corps of Engineers would have been derelict in its duty if a second bridge, similar to the existing structure were authorized. If this had been done the Federal Government would be required to raise and reconstruct, under the provisions of the Truman-Hobbs Act, two bridges instead of one within a matter of a few years.

The records of waterborne commerce on Columbia River through the Interstate Bridge show that in 1920, three years after the existing bridge was constructed, traffic amounted to 254,000 tons. Throughout the years since that time a comparatively steady increase in tonnage took place, until in 1952 it amounted to 3,076,282 tons; an increase of about 1100 percent in the 32 years. There is no foreseeable reason to assume that waterborne commerce through the area will not increase by a like percent well within the life of the new bridge. At the hearing on the bridge held November 19, 1953, the highway department stated that in 1952 the lift span of the bridge was opened an average of 9.4 times per day. If a duplicate of the existing bridge were constructed,

the number of openings per day for the lift spans will increase to a point, well within the next 32-year period, where it would result in an intolerable condition for highway traffic as well as waterborne commerce.

It is believed that if criticism is directed to either the highway departments or the Corps of Engineers, it should be pointed out that each of these organizations must, because of the length of usefulness of such structures, give full consideration to future developments in both highway traffic and waterborne commerce. If this is not done the criticism would, within a very few years, be the reverse of what is expected today.

This office can see no objection to navigation interests seeking legislation to provide for the reconstruction of the existing bridge simultaneously with the construction of the new bridge, since it is expected to result in a considerable reduction in overall costs. It is expected that it would result also in less openings of the bridge during high water, and a consequent reduction of delays to vehicular traffic. In view of the wider span which would then be available it should reduce navigation costs since the helper boats needed, according to the statements by navigation interests, to negotiate the present narrow spans during freshets or strong cross winds would not be necessary.

Though this office cannot at this time initiate such action, it is believed it would result in considerable benefit to vehicular and waterborne traffic, as well as to the highway departments in the reduction of costs.

Very truly yours,

for Dan L Pilcher

J. U. MOORHEAD
Colonel, Corps of Engineers
District Engineer

RECEIVED
AUG 24 1954
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
AUG 18 1954
FOR FILING

August 17, 1954

Mr. W. A. Bugge
Director of Highways
Washington Highway Department
Transportation Building
Olympia, Washington

Dear Mr. Bugge:

Herewith copy of the answer to my letter of July 8 to the Corps of Engineers, U. S. Army, which is self-explanatory.

Very truly yours,

R. H. Baldock
State Highway Engineer

RHB:hi
Encl.

(ltr dtd 8-17-54 fr. R. H. Baldock, State Highway Engineer
NPP 800.6 Col R. - Engineer)

FOR FILING

August 17, 1954

NPPKS-4
File No. NPP800.6 (Col. R.-Bridges) - 4

The District Engineer
Corps of Engineers, U. S. Army
628 Pittock Block
Portland 5, Oregon

Dear Sir:

This is to acknowledge receipt of your letter of August 12 advising that no action is contemplated at the present time with respect to the alteration of the existing bridge over the Columbia River between Portland, Oregon and Vancouver, Washington, under the Truman-Hobbs Act. We now understand that the permit authorizes only the construction of the new bridge. This letter also suggests that the States of Oregon and Washington might initiate special legislation to provide federal funds to alter the old bridge.

Throughout the course of the application by the States of Oregon and Washington for this permit, we have consistently held that it did not appear to us that the present bridge was an unreasonable obstruction to navigation. It would seem, therefore, that such legislation, if necessary, should be requested by the navigation interests and initiated by the Secretary of the Army, as contemplated in the Truman-Hobbs Act.

We take this opportunity to point out that, if the new bridge is built in conformance with the permit and the existing bridge is not revised, no benefit of any kind will accrue to navigation, whereas highway users will be forced to endure the cost and the inconvenience of the rise and fall of the grade line for no apparent reason. Moreover, the appearance of the two structures, on different grade lines so close together, will offend the esthetic sense of many people. Unquestionably, this condition will result in criticism of the States for building the new structure and, quite probably, of the U. S. Engineers for incorporating such requirements in the permit.

Very truly yours,

R. H. Baldock
State Highway Engineer

RHB:hi
cc Mr. W. A. Bugge
Mr. G. S. Paxson

ADDRESS REPLY TO
THE DISTRICT ENGINEER
(NOT TO INDIVIDUALS)
NPPKS-4

CORPS OF ENGINEERS, U.S. ARMY
OFFICE OF THE DISTRICT ENGINEER
PORTLAND, OREGON DISTRICT
628 PITTOCK BLOCK
PORTLAND 5, OREGON

August 12, 1954

REFER TO FILE NO. NPP 800.6(Col.R.-Bridges)-4.

Oregon State Highway Department
Salem, Oregon

ATTENTION: Mr. R. H. Baldock, State Highway Engineer

Gentlemen:

Replying to your letter of July 8, 1954, in which certain questions are raised concerning the conditions of the instrument authorizing construction of the new highway bridge to cross Columbia River between Portland, Oregon, and Vancouver, Washington, you are advised that the understanding expressed in the third paragraph of your letter is confirmed. The instrument authorizes only the construction of the new bridge and does not authorize reconstruction of the existing bridge.

Though action under the Truman-Hobbs Act with respect to the existing bridge is not contemplated at this time, the Department of the Army appreciates the views expressed thereon in your letter concerning the possible savings of from $150,000 to $200,000.

Since funds are not available at this time, you are advised that if the States of Oregon and Washington desire to raise the bridge at the time the new bridge is built, to effect an over-all savings in costs or for other reasons, special legislation must be passed to provide Federal funds for the work, and such legislation must be sponsored and justified by the States with the possible assistance of navigation interests. It seems doubtful, however, that appropriation of funds can be secured this Congress.

FOR THE DISTRICT ENGINEER:

Very truly yours,

John A. Graf

JOHN A. GRAF
Colonel, Corps of Engineers
Assistant District Engineer

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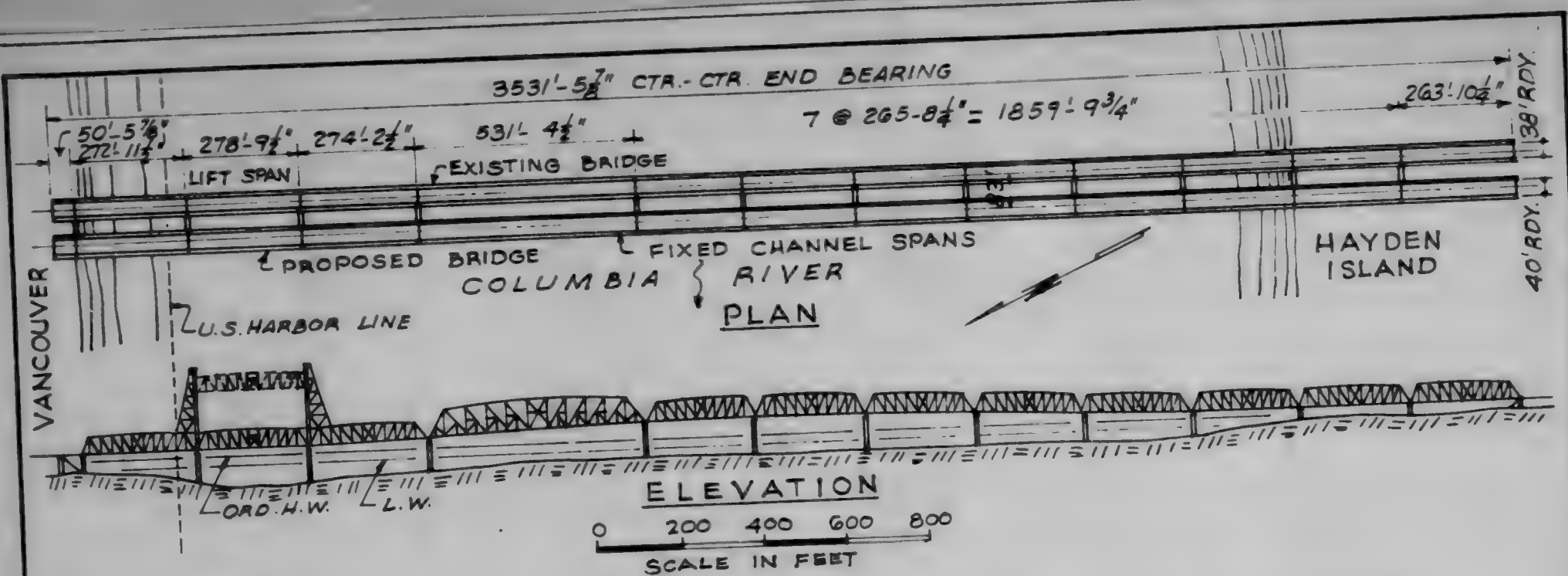
AUG 13 1954
OFFICE OF
STATE HIGHWAY ENGINEER

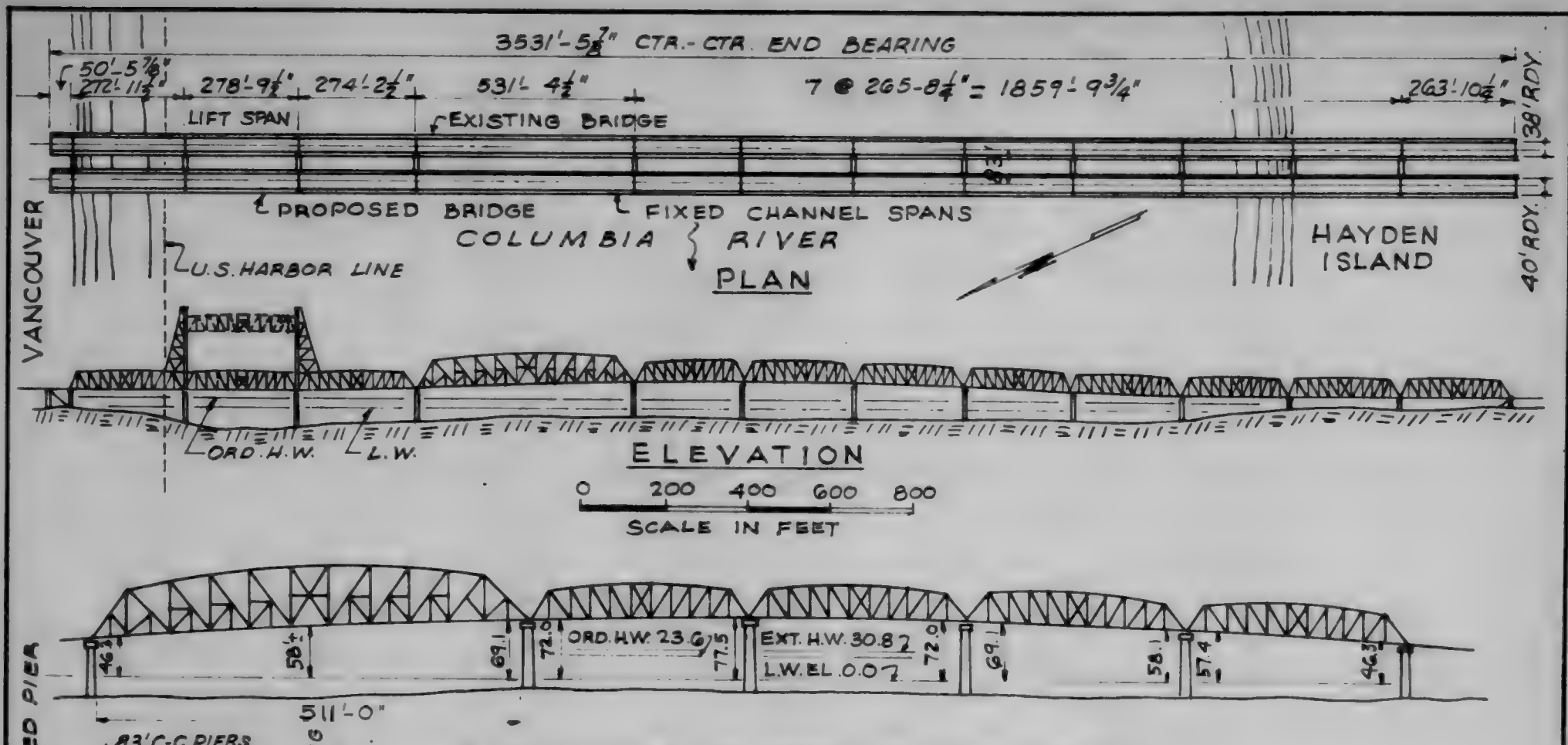


SOUNDINGS AND ELEVATIONS ARE IN FEET AND REFER TO COLUMBIA RIVER DATUM, 1929 ADJUSTMENT. LOW WATER 1.4 FT. ABOVE M.S.L. MILES ABOVE MOUTH - 106.5

PROPOSED NEW BRIDGE AND EXISTING BRIDGE AFTER ALTERATIONS COLUMBIA RIVER BETWEEN PORTLAND, ORE. & VANCOUVER, WASH.

U.S. HIGHWAY 99
SEC. 34 T. 2N. R. 1E. W.M.
APPLICATION BY
OREGON STATE HIGHWAY COMMISSION
WASHINGTON STATE DEPARTMENT OF HIGHWAYS
JULY 19, 1954

SHEET 2 OF 4



SOUNDINGS AND ELEVATIONS ARE IN FEET AND REFER TO COLUMBIA RIVER DATUM, 1929 ADJUSTMENT. LOW WATER 1.4 FT. ABOVE M.S.L. MILES ABOVE MOUTH - 106.5

PROPOSED NEW BRIDGE AND EXISTING BRIDGE AFTER ALTERATIONS
COLUMBIA RIVER
BETWEEN
PORTLAND, ORE. & VANCOUVER, WASH.

U.S. HIGHWAY 99
SEC. 34 T. 2N. R. 1E. W.M.
APPLICATION BY
OREGON STATE HIGHWAY COMMISSION
WASHINGTON STATE DEPARTMENT OF HIGHWAYS
JULY 19, 1954

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(NOT TO INDIVIDUALS)
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4 4 File

CORPS OF ENGINEERS, U.S. ARMY
OFFICE OF THE DISTRICT ENGINEER
PORTLAND, OREGON DISTRICT
628 PITTOCK BLOCK
PORTLAND 5, OREGON

NPPSOO.6(Col.R.-Bridges)-4

July 12, 1954

Oregon State Highway Department
Salem, Oregon

ATTENTION: Mr. R. H. Baldock, State Highway Engineer

Gentlemen:

Acknowledgment is made to your letter of July 8, 1954, concerning the instrument approving the construction of the Interstate Bridge across Columbia River, and requesting clarification of condition 5 of the instrument insofar as it applies to the existing bridge.

Though there appears to be no questions concerning the responsibility for reconstruction of the existing bridge, your letter is being referred to higher authority for interpretation so that all parties involved will be fully aware of the circumstances and be in accord thereon.

Request has been made for an air mail reply and you will be informed of the interprestation promptly after receipt in this office.

John A. Graf
JOHN A. GRAF
Colonel, Corps of Engineers
Acting District Engineer

Copy
REFERRED TO
Parsons
By State Highway Engineer

JUL 1954

RECEIVED
JUL 13 1954
FOR FILING

July 8, 1954

The District Engineer
Corps of Engineers, U. S. Army
628 Pittock Block
Portland 5, Oregon

Dear Sir:

Re: Columbia River Bridge Between Portland, Oregon and Vancouver, Washington

This will acknowledge receipt of your letter of June 28 accompanying a permit for the construction of the proposed bridge across the Columbia River between Vancouver, Washington and Portland, Oregon. The terms of this permit raise certain questions which we feel should be definitely settled before we can proceed.

Sheet 2 of the plans accompanying this permit shows both the existing bridge and the proposed new structure which is to be located 83 feet downstream from the existing bridge. This sheet is entitled "Proposed New Bridge and Existing Bridge After Alterations." Condition number 5 in the permit calls for the installation of a 530-foot fixed channel span replacing the two 265-foot spans nearest the lift span to provide clearances as indicated on Sheet 2.

The inclusion of the existing bridge on Sheet 2 and the wording of this condition leave doubt as to whether the permit for the new structure carries with it the obligation of revising the existing structure to comply with the span arrangement and clearances shown on Sheet 2 as modified by condition number 5 of the permit. We do not want any revisions of the existing bridge tied to the permit for the construction of the new structure, and we have been verbally advised, in conference with the Washington office of the Chief of Engineers, that it was not the intent to tie the existing bridge and the new bridge together in this permit. We would appreciate written confirmation of this understanding so that no doubt will ever arise as to the intent of the permit. We have opposed the tying of both structures together in one permit because there is not time at this session of Congress to pass a bill appropriating funds for the reconstruction of the existing bridge under the Truman-Hobbs Act. Until Congress makes such appropriation, we cannot assume the responsibility for such construction.

If the new structure is built to the grade line shown on Sheet 2 and with the 530-foot span as called for in the permit and if the old structure is not altered to conform with this grade line and span arrangement, no benefit can accrue to navigation, and the hindrance to highway traffic due to the rise and fall of the grade line will have been incurred without any compensating benefits. It would appear that if navigation interests require this grade line and the construction of the 530-foot span in the new structure, the existing bridge, in its present condition, is an unreasonable hinderance to navigation. It has been our opinion, as expressed in the record, that the present structure is adequate in its present condition.

If the Secretary of the Army has the intention to certify to the Congress the inadequacy of the present structure insofar as river traffic is concerned, in accordance with the Truman-Hobbs Act, alternate bids for the removal of the two 265-foot spans from the present structure and their erection as part of the new structure can be secured at the time bids for the construction of the new structure are taken. If the bid is satisfactory and the Congress appropriates the money for the reconstruction of the present structure, this alternate can then be accepted. The details of handling the traffic under such condition are rather involved but it is possible to do this, and the saving by this procedure would amount to from $150,000 to $200,000.

If, on the contrary, there appears to be no need at this time for the reconstruction of the present bridge to benefit navigation and there is no intent on the part of the Chief Engineer to recommend to the Secretary of the Army such reconstruction, no attempt will be made to salvage the old spans in this manner. We would appreciate advice from you as to the intention of the Secretary of the Army.

We have scheduled a conference with the Director of Highways of the State of Washington the last week in July. If these matters could be cleared up before that date it would expedite our procedure under the permit.

Very truly yours,

R. H. Baldock
State Highway Engineer

cc Mr. W. A. Bugge
Mr. G. S. Paxson

FORM E-20 25M 9-51 52315

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
July 2, 1954

SUBJECT: Columbia River
Interstate Bridge

NOTED
State Highway Engineer

To: Mr. R. H. Baldock

We are now in receipt of a permit, dated the 17th of June, 1954, covering the construction of the new Columbia River Interstate Bridge. This matter has passed through so many revisions that it seems worth-while to summarize the present status of the project.

Our first application for permit was made on October 1, 1953. This application was accompanied by four sheets of plans, Sheets 1, 2 and 3 being dated July 3, 1953 and Sheet 4 dated August 3, 1953. Sheet 4 showed the removal of the upstream 120 feet of the warehouse of the Port of Vancouver. We had agreed to make this change in the warehouse after consultation with Captain Raab of the Pilots' Association. Colonel Lipscomb, the District Engineer, scheduled a hearing on this application for November 12, 1953, but later postponed the date until November 19, 1953. In the meantime a minor revision was made in Sheet 4 to delete a harbor line which had been shown on this sheet and to put in its place a combined federal pier head and bulkhead line. This was done at the request of the district office of the U.S.E.D.

At the hearing on November 19 you presented the State's analysis justifying the granting of a permit for a bridge identical with the existing structure, which analysis corresponeded with the application made under date of October 1, 1953. Objections were raised at the hearing by operators of tugboats, although the Pilots' Association and the U. S. Navy offered no objection to our proposal.

Subsequent to the hearing on November 19 and after conferences with Colonel Lipscomb, under date of February 2, 1954, an amended application was made under which the drawspan was to be moved two spans to the south and the grade raised to give a 63.52-foot clearance under the closed drawspan. This application was accompanied by four sheets of maps and plans, all dated January 29, 1954. Colonel Lipscomb set March 17 for a hearing on this revised application.

On March 10 prior to the hearing, a conference was held in Colonel Lipscomb's office, followed by a visit to the site on March 12, both the conference and the visit to the site being in company with representatives of tugboat operators. Following these meetings, Colonel Lipscomb indicated that he would approve an application under which the drawspans were to remain in their present location, the grade line to

be raised to Pier No. 6, Pier No. 7 to be removed and a 530-foot span to be placed between Pier No. 6 and Pier No. 8 to provide 72 feet of clearance under Piers 6 and 8 and 77.5 feet at the center of the span where Pier No. 7 was to be removed. Sheet 2 of the application made February 2, 1954 was revised to show this arrangement. This revised sheet is dated March 22, 1954.

At the hearing considerable discussion was had as to the advisability of adding a second 530-foot span between Piers No. 4 and Piers No. 6.

Estimates of the additional cost over our first application were furnished Colonel Lipscomb for both the plan involving the single 530-foot span, which in our correspondence is referred to as Plan C, and for the arrangement adding the two 530-foot spans referred to as Plan D. These estimates show that under Plan C the revisions to the existing bridge will cost $1,628,700 and the additional cost on the new bridge will be $273,750. Plan D would cost $2,620,600 for revisions to the existing bridge and would increase the cost of the new bridge $464,650.

Under date of April 29, Colonel Lipscomb advised that he was recommending Plan D requiring the two 530-foot spans. We replied, under date of May 10, consenting to these conditions but only in view of the urgend need to get the project underway and providing the federal government assumes all cost for revisions of the existing bridge under the terms of the Truman-Hobbs Act. Colonel Lipscomb answered this letter, under date of May 18, giving his opinion that the Truman-Hobbs Act applied to the revisions of the old bridge but denying that he had any authority to comit the government to assume these costs. At his request Sheet 2 of the plans accompanying the application was again revised showing the two 530-foot spans. This sheet is dated May 20, 1954.

The application was forwarded through channels to the Chief of Engineers and the Secretary of the Army, and a permit was issued under date of June 17, 1954, which permit is accompanied by four sheets of plans, Sheets 1 and 4 being the plans that accompanied our first application under date of October 1, 1953. Sheet 3 is the plan which accompanied our amended application dated February 2, 1954 and Sheet 2 the last revision submitted to the Army Engineers under date of May 20, 1954. Sheets 1, 3 and 4 are maps showing the general location and the revision to the Vancouver warehouse. Sheet 2 is the important sheet and shows the clearances and span arrangements that are to be provided.

This permit based on these plans contains the following conditions:

"The plans shown on sheet 2 of the drawings hereto attached are revised as follows: the 530-foot fixed channel span nearest the Oregon shore is eliminated and two 265-foot t spans shall be substituted therefor; the 530-foot fixed channel span nearest the lift span shall be provided as indicated with the clearances as shown.

"Further detailed plans of the proposed bridge shall be furnished the Chief of Engineers before construction is commenced."

Sheet 2, dated May 20, 1954, shows both the old bridge and the new bridge and is entitled "Proposed New Bridge and Existing Bridge After Alterations."

As this permit stands, I believe it could be interpreted to mean that the revisions to the existing bridge are covered as well as the construction of the new bridge, and, since we have no assurance that the federal government would assume the costs on the existing bridge, the acceptance of this permit might well obligate the two states to bear those costs.

Even though this matter is cleared up and the permit endorsed to definitely exclude the revisions to the existing bridge, we have no assurance that the government will authorize the revisions. In order to get these revisions underway, the Secretary of the Army must first declare that the existing bridge is an unreasonable hindrance to navigation, and the Congress must appropriate money to do the work. With the present state of federal finances, I am very doubtful that this will be done. If the new bridge is built to the grade line and span arrangement called for by the permit, we will have the new bridge ascending to an elevation 37.6 feet higher than the existing structure and immediately alongside of it. This condition might exist for a long period of time, and it would be very difficult to explain the matter to motorists using the structure.

It seems to me that we should have the revisions to the existing structure definitely settled before we proceed with the construction of the new bridge on the grade line and with the span arrangements called for in the permit which we now have.

G. S. Paxson

GSP:gm

For the file:

Preliminary estimates on various plans for a second bridge at the present site between Portland and Vancouver on the route of US99 across the Columbia River:

	Cost to improve old bridge	Cost to construct new bridge	Total Cost
Plan "A" - Reproduce present bridge downstream	$ - -	$10,000,000	$10,000,000
Plan "B" - Place vertical lift span two spans south of present lift. Lift old bridge to afford clearance of 62'. Build new bridge parallel thereto.	1,200,000	10,700,000	11,900,000
Plan "C" - Leave lift span present location. Raise present bridge and place 500' span by eliminating No. 7 pier from north shore and afford clearance 77.5'. Build new bridge to conform.	1,400,000	10,800,000	12,200,000
Plan "D" - Same as Plan "C" except an additional 500' span.	2,100,000	11,000,000	13,100,000

March 18, 1954

FORM S-10BX 934 8-53

Cross Ref[illegible]heed To:
[illegible]

COMMISSIONERS
BEN R. CHANDLER, CHAIRMAN
Coos Bay
CHAS. H. REYNOLDS, MEMBER
La Grande
M. K. McIVER, MEMBER
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H. B. GLAISYER
SECRETARY

7911
4-6-3

OREGON
STATE HIGHWAY DEPARTMENT
SALEM

R. H. BALDOCK
STATE HIGHWAY ENGINEER
W. C. WILLIAMS
1ST ASST. STATE HWY. ENGR.
W. W. STIFFLER
2ND ASST. STATE HWY. ENGR.
C. W. ENFIELD
CHIEF COUNSEL

August 11, 1954

W. C. Williams

[illegible]
Planning Engineer
[illegible] Department of Highways
Transportation Building
Olympia, [illegible]

Dear Mr. Cleon:

This letter is by way of confirming certain conversations had in Vancouver recently between Mr. William A. Bugge and Mr. R. H. Baldock with respect to the Inter-State Highway System of the Project 17 Study. It was decided at that meeting by Mr. Bugge and Mr. Baldock that the cost of the bridges across the Columbia River on the Inter-State System would be included in Oregon's estimates and that Washington's estimates would start at the Washington approach. This procedure, I believe, is a slight alteration of that originally discussed between Mr. Cleon and myself at an earlier date.

With respect to other crossings of the Columbia River, none of them are on the State or Federal Systems and if it is felt that additional crossings are justified, we will include them in System "B", County Roads, in the Oregon estimate. If, however, any of the river crossings you feel should be a part of one of the State or Federal Systems and included in the Washington estimates, kindly advise and we will acquiesce to your desires.

Very truly yours,

W. C. Williams
Deputy State Highway Engineer

By J. A. Head
J. A. Head
Assistant Traffic Engineer

JH:as

cc - Paul Ierley
G. L. Mason
George Stevens
bc - W. C. Williams

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Way Cleared for Bridge

An acceptable compromise on plans for a new Interstate bridge and remodeling of the existing structure appears to have been reached. Towboat and barge operators, we are informed, have decided to go along with a proposal approved by the chief of army engineers two weeks ago. Some of them are disappointed but it is unlikely that further effort will be made to obtain revision of the plans.

The district engineer had recommended that two spans of 511 feet horizontal clearance and maximum vertical clearance of 77½ feet be provided in both the new and the existing bridges, which will be identical. These wide and fairly high spans would be in addition to the lift in the ship channel adjacent to the Washington shore. They would have met the objections of most boat and barge operators who charged hazards to navigation now exist and would be compounded by construction of the identical new bridge just below the present one.

However, only one 511-foot span was approved by the chief of engineers. It will be just south of the lift anchor span and will have a vertical clearance at the center of 58 feet, increasing to near 70 feet at the south end. South of this wide span will be two narrower ones with about 250 feet horizontal clearance in each and a maximum vertical clearance of 77½ feet at the pier separating them.

Present clearance, except at the lift span, is about 40 feet. It is obvious, thus, that the Interstate bridges will have a new look compared with the present structure. Lifting the grade nearly twice its present height at the 77½-foot pier will give the bridges a much greater arch. The bridges won't be as high as some tugboat men wanted, but 80 per cent of river traffic will

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August 5, 1954

Oregon State Highway Commission

Gentlemen:

The Secretary will have the proposed agreement between the Oregon State Highway Commission, the Washington State Highway Commission, and the Washington Toll Bridge Authority, with relation to the proposed Portland-Vancouver Toll Bridge, for your consideration at the meeting on August 9.

The agreement was informally discussed with you some time ago when the project was first initiated. The draft of the agreement has been carefully examined by both the legal and engineering divisions of each state and meets with their approval.

At the conference with Mr. Bugge on July 29, we were advised for the first time that the 1953 session of the Washington legislature passed a law which requires that one per cent of all funds expended through the Washington Toll Bridge Authority be diverted to a revolving fund for the use of that Authority. Assuming that the bond issue would be $12,000,000, it would mean that $120,000 would be diverted to this revolving fund. This would, in effect, increase the bond issue by that and would delay making the bridges free by approximately one month. There would be no additional cost to the state highway fund.

I objected to this diversion, and Mr. Bugge agreed with me that such arrangement should not apply to this joint venture of the two states. I quote from Mr. Bugge's letter to me of August 4: "For your further information, the matter of our statute which provides that 1% of all bond issues authorized by the Washington Toll Bridge Authority be made available for deposit to the Authority Revolving Fund was discussed with the members of the Washington Toll Bridge Authority and the Washington State Highway Commission. You may be advised that both agencies were of the opinion that inasmuch as the proposed structure was a joint venture between the two states, legislation should be obtained from the Washington State Legislature waiving the statute with respect to the bonds to be issued to finance this facility. You may also be advised that the Washington Toll Bridge Authority and the Washington State Highway Commission will join in sponsoring legislation whereby this waiver will be obtained and that the bond issue necessary to finance the Portland-Vancouver Toll Bridge will be exempt from the 1% burden."

The agreement has been signed by the Washington Toll Bridge Authority. It was not executed by the Washington State Highway Commission in view of the fact that it was not in formal session. The members will be in formal session starting August 16 and have stated that they will execute the document at that time. I would recommend that you sign the agreement at the next meeting and authorize its transmission to the Washington State Highway Commission.

Very truly yours,

R. H. Baldock
State Highway Engineer

RHB:hi me

cc Mr. G. S. Paxson
Mr. Treadgold

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WASHINGTON
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DEPARTMENT OF HIGHWAYS

W. A. BUGGE, DIRECTOR

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OLYMPIA

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1501 SPOKANE ST.

NO. 2 WENATCHEE
P. O. BOX 98

NO. 3 OLYMPIA
P. O. BOX 527

NO. 4 VANCOUVER
1919 MAIN STREET

NO. 5 YAKIMA
P. O. BOX 51

NO. 6 SPOKANE 21
N. 3220 MAYFAIR ST.

August 4, 1954

Oregon State Highway Commission
State Office Building
Salem, Oregon

Attention: Mr. R. H. Baldock

Re: Proposed Portland-Vancouver Toll Bridge

Gentlemen:

Please be advised that the proposed agreement between the Oregon State Highway Commission, the Washington State Highway Commission, and the Washington Toll Bridge Authority was presented to the members of the Washington Toll Bridge Authority at their meeting held August 3, 1954 and that the contract was approved by that body, and that the members in attendance, constituting a quorum, have affixed their signatures thereto.

The members of the Washington State Highway Commission are presently holding an informal session for budget purposes only and as a result I had the opportunity of presenting the agreement to that body for review. The contract was discussed and they have signified their concurrence; however, it was not executed by the Washington State Highway Commission in view of the fact that they were not in formal session. They will be in formal session starting August 16th and will execute the documents at that time.

In order to expedite this matter, I am transmitting herewith original and three copies of the aforementioned agreement so that you may present the documents to the Oregon State Highway Commission which, as I recall, meets the end of this week.

For your further information, the matter of our statute which provides that 1% of all bond issues authorized by the Washington Toll Bridge Authority be made available for deposit to the Authority Revolving Fund was discussed with the members of the Washington Toll Bridge Authority and the Washington State Highway Commission. You may be advised that

both agencies were of the opinion that inasmuch as the proposed structure was a joint venture between the two states, legislation should be obtained from the Washington State Legislature waiving the statute with respect to the bonds to be issued to finance this facility. You may also be advised that the Washington Toll Bridge Authority and the Washington State Highway Commission will join in sponsoring legislation whereby this waiver will be obtained and that the bond issue necessary to finance the Portland-Vancouver Toll Bridge will be exempt from the 1% burden.

When the documents have been properly executed by the Oregon State Highway Commission, please return them to this office and I will present them to the Washington State Highway Commission for their signatures at their formal meeting to be held beginning August 16, 1954.

Very truly yours,

W. A. BUGGE
Director of Highways

WAB:hm
Encl. (4)

RECEIVED
AUG 5 1954
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
AUG 4 1954
FORM E-30 30M 8-51 52310
FOR FILING

7771

4653

771

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Portland, Oregon
August 4th, 1954

SUBJECT:

PLEASE RETURN TO
W. C. WILLIAMS

To: Mr. W. C. Williams
Assistant State Highway Engineer
Salem, Oregon

NOTED
W. C. WILLIAMS

Dear Sir:

I am enclosing herewith letter dated July 30th from Mr. James E. Neal, City Manager of Vancouver, Washington. Mr. Neal inquires about the possibility of sand being dredged from the Columbia River in connection with the construction of the new Interstate Bridge, and is interested in this material being used as a fill at their Pearson Airpark. We do not have the information in this office to be able to answer his letter.

Yours very truly,

A. G. SKELTON
Division Engineer

AGS:w
Encl.
cc: H. G. Smith
Paul J. McKay

RECEIVED
AUG 5 1954

ASSIGNMENT

Date: August 6, 1954 No. 5271 By Drew

Description: Letter of August 4 by Mr. Skelton transmitting a letter by James E. Neal, City Manager of Vancouver, in which Mr. Neal askes whether, in the building of the new bridge, sand removed from the river could be used as fill on the Pearson Airpark adjacent to the river in East Vancouver

Acknowledged by ____ Referred to Parson ✓

__ Investigate and report with recommendation
__ Such action as necessary and report
__ Comment or recommendation
__ Return with rough draft of reply
__ Prepare reply for signature of Mr. _____
__ Contact correspondent and report

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Remarks: City of Vancouver sent identical letter to the District Engineer, Dept. of Army, who referred letter to Mr. Parson. Attached is copy of Mr. Parson's reply (dated Aug. 3.)

PLEASE RETURN TO W. C. WILLIAMS

Executed ____ Report Received _____

...ust 3, 1954

NOTED
L. A. GIRDNER

...y 30, addressed to the District
...ng to do with the disposal of sand
...e New Columbia River Bridge, has

...ble that any areas will be used
...ers of the Fraser River. Any
...be within areas to be filled
...terial removed will be relatively
...e used in backfilling after the

Should there be any change of plans which would make practicable the disposal of any excavated material at the Pearson Airport, we will keep your request in mind.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

G. S. Paxson
Assistant State Highway Engineer

GSP/ds

cc The District Engineer, U.S.E.D.

August 3, 1954

NOTED
G. A. GARDNER

Mr. James E. Neal
City Manager
Vancouver City Hall
Vancouver, Washington

Dear Mr. Neal:

Your letter of July 30, addressed to the District Engineer, U.S.E.D., and having to do with the disposal of sand excavated in constructing the new Columbia River piers, has been referred to me.

It is very improbable that any excess will be [illegible] in excavating for the foundations of the [illegible]. The excavation will probably be within a [illegible] and made with a bucket. Material removed will be [illegible] small in amount and would be used in backfilling after the piers are constructed.

Should there be any change of plans which would make practicable the disposal of any excavated material at the Pearson Airport, we will keep your request in mind.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

G. S. Paxson
Assistant State Highway Engineer

JEL/de

cc The District Engineer, U.S.E.D.

CITY OF VANCOUVER

WASHINGTON

July 30, 1954

Oregon Highway Department
9200 S. E. McLoughlin Boulevard
Portland, Oregon

Gentlemen:

In connection with the building of the new bridge, it is our understanding that a dredge will be brought in and a considerable amount of sand will have to be removed from the river bottom.

Would it be possible that this sand could be placed as fill on the Pearson Airpark located adjacent to the Columbia River in East Vancouver. We will greatly appreciate your consideration of this project.

Very cordially yours,

James E. Neal

JAMES E. NEAL
City Manager

JEN:js

cc: Mayor Robert McCall

RECEIVED
1954
OFFICE OF
DIVISION ENGINEER
DIVISION NO. 1

RECEIVED
FOR FILING
1771

July 29, 1954

Mr. Paul G. Morken, Vice President
Ben C. Gerwick, Inc.
112 Market Street
San Francisco 11, California

Dear Mr. Morken:

With reference to the question in your letter of July 22, we will not be in a position to invite bids on the Interstate Bridge between Vancouver, Washington and Portland, Oregon until about eight months from now.

Very truly yours,

R. H. Baldock
State Highway Engineer

RHB:hi

RECEIVED
FOR FILING
1171

July 29, 1954

Mr. Paul C. Morken, Vice President
Ben C. Gerwick, Inc.
112 Market Street
San Francisco 11, California

Dear Mr. Morken:

With reference to the question in your letter of July 22, we will not be in a position to invite bids on the Interstate Bridge between Vancouver, Washington and Portland, Oregon until about eight months from now.

Very truly yours,

R. H. Baldock
State Highway Engineer

RHB:hi

BEN C. GERWICK, PRESIDENT

BEN C. GERWICK, INC.

ENGINEERING CONSTRUCTION

GENERAL CONTRACTORS FOR
WHARVES • PIERS • BRIDGES
TERMINALS • FOUNDATIONS

CAISSONS • PILE DRIVING
SUBMARINE ROCK BLASTING
DREDGING AND SUBAQUEOUS WORK
PIPE LINES

112 MARKET STREET
SAN FRANCISCO. 11
SUTTER 1-7104

22 JULY 1954

MR. SAM BALDOCK
STATE HIGHWAY ENGINEER
STATE OF OREGON
SALEM, OREGON

SUBJECT: INTERSTATE BRIDGE BETWEEN VANCOUVER, WASHINGTON AND PORTLAND, OREGON

DEAR MR. BALDOCK:

OUR FIRM IS VERY INTERESTED AND ENGAGES IN THE HEAVY CONSTRUCTION OF BRIDGES. WE ARE THEREFORE INQUIRING IF YOU ARE INVITING BIDS FOR THE CONSTRUCTION OF THE INTERSTATE BRIDGE BETWEEN VANCOUVER, WASHINGTON AND PORTLAND, OREGON. WE WILL APPRECIATE RECEIVING YOUR ANSWER AND ANY FURTHER INFORMATION REGARDING THIS WORK AT YOUR CONVENIENCE.

VERY TRULY YOURS,

BEN C. GERWICK, INC.

BY Paul G. Morken
PAUL G. MORKEN
VICE PRESIDENT

PB
CC: VR

RECEIVED
FEB 4 1957
FOR FILING

CONFIDENTIAL

HEADQUARTERS SIXTH ARMY
PRESIDIO OF SAN FRANCISCO, CALIFORNIA

16 JUL 1954

7971 AMPMS SD 004.02

SUBJECT: Facilities Security Survey Report of Reinspection

4652

TO: Oregon State Highway Commission
Milwaukee, Oregon
Attention: Mr. A. G. Shelton

1. References:

a. SR 380-405-5.

b. SR 380-405-6.

2. In compliance with above references, transmitted herewith is the Facility Security Survey Report of Reinspection of the: Oregon State Highway Commission, Interstate Bridge - Highway 99, Portland, Oregon.

FOR THE COMMANDING GENERAL:

for E. F. TEGRAM
Lt Col, [illegible]
Asst Adj [illegible]

1 Incl
Report of Reinspection

DISTRIBUTION;
COPY No. 1 - Assistant Secretary of Defense (Manpower & Personnel)
Department of Defense, Washington 25, D. C.
COPY No. 2 - PMG, D/A, Washington 25, D. C.
COPY No. 3 - Special Agent in Charge, Federal Bureau of Investigation
COPY No. 4 - Facility Concerned
COPY No. 5 & 6 - Commanding General, Sixth Army

This document contains information affecting the national defense of the United States within the meaning of the Espionage Laws, Title 18 U. S. C. sections 793 and 794. The transmission or the revelation of its contents in any manner to an unauthorized person is prohibited by law.

CONFIDENTIAL

ARMY-PRES-SF-1100-54

CONFIDENTIAL (Not Classified Unless Data Entered)

DEPARTMENT OF DEFENSE
DEFENSE PRODUCTION SECURITY SURVEY

Form Approved
Budget Bureau No. 22 R056.2

REPORT CONTROL SYMBOL

PART I - DEFENSE PRODUCTION SECURITY SURVEY SUMMARY

DATE OF THIS SURVEY	DATE OF PREVIOUS SURVEY	DATE OF ORIGINAL SURVEY
7 July 1954	25 July 1952	14 May 1951

SECTION 1. IDENTIFICATION

1. NAME OF FACILITY SURVEYED: Interstate Bridge, Highway 99	ADDRESS: Portland, Oregon
2. NAME OF ☐ DIVISION ☐ SUBSIDIARY	ADDRESS
3. NAME OF PARENT ORGANIZATION: Oregon State Highway Commission	ADDRESS: Milwaukee, Oregon
4. NAME OF OFFICIAL RESPONSIBLE FOR PRODUCTION SECURITY: Mr. A. G. Shelton	TITLE: Division Engineer

5. OFFICIALS INTERVIEWED DURING THE SURVEY

NAME	TITLE
Mr. A. G. Shelton	Division Engineer
Mr. R. V. Cotton	Bridge Maintenance Superintendent

6. PERSONS MAKING SURVEY

NAME	GRADE OR TITLE	ORGANIZATION
Robert R. Bangs	Captain, MPC	PM, Hq Sixth Army

7. TOTAL EMPLOYMENT	8. PLANT ACREAGE USED	9. BUILDING FLOOR AREA (Sq. Ft.)	10. NUMBER OF BUILDINGS
13	DNA	DNA	DNA

11. PRINCIPAL TYPE OF CONSTRUCTION	12. CATEGORY OF INDUSTRY OR SERVICE
Steel and concrete	Transportation

SECTION 2. SUMMARY

	ADEQUATE	INADEQUATE	COMMENT
1. ASSESSING THE PROBLEM	X		
2. ORGANIZING FOR PRODUCTION SECURITY		X	
3. CONTROL OF ESPIONAGE AND SABOTAGE	X		
a. PREVENTION OF UNAUTHORIZED ENTRY	X		
b. CONTROL OF AUTHORIZED ENTRY	X		
c. GUARDS	X		
4. FIRE PROTECTION	X		
5. PREVENTION AND MINIMIZATION OF DAMAGE		X	
6. MINIMIZING EFFECT OF DAMAGE	X		
7. RESTORATION	X		
8. COLLATERAL PROTECTION MEASURES		X	
a. PERSONNEL PROTECTION	X		
b. EMPLOYEE INDOCTRINATION		X	
c. PASSIVE PROTECTION	DNA		
d. CIVIL DEFENSE COORDINATION		X	

SECTION 3. CHANGES, COMMENTS AND RECOMMENDATIONS

1. SIGNIFICANT CHANGES SINCE LAST SURVEY

None.

2. COMMENTS

No comments.

NOTE: S/R - See Supporting Remarks.
DNA - Does Not Apply.

3. RECOMMENDATIONS *(Identify major recommendations with asterisk)*

See Annex 1, Recommendations.

RECOMMENDATIONS PREVIOUSLY MADE

NUMBER PREVIOUSLY MADE	NUMBER CARRIED OUT	NUMBER UNDER CONSIDERATION	NUMBER REJECTED
3	0	3	0

PRINCIPAL REASONS FOR NONCOMPLIANCE WITH MAJOR RECOMMENDATIONS

Management intends to implement those which apply now.

MANAGEMENT'S INTEREST IN DEFENSE PRODUCTION SECURITY

Management is very interested in the Defense Production Security Program.

AS OF ABOVE DATE, CONDITIONS WERE FOUND TO BE AS INDICATED IN PART I *(And Part II)* OF THIS SURVEY

TYPED NAME	SIGNATURE
BANGS, Robert R., Captain, MPC	

PART II - DEFENSE PRODUCTION SECURITY SURVEY CHECK LIST

NAME OF FACILITY SURVEYED: **Interstate Bridge - U.S. Highway 99**

DATE OF THIS SURVEY: **7 July 1954**

	YES	NO
SECTION 1. MANAGEMENTS ASSESSMENT OF THE PROBLEMS OF PRODUCTION SECURITY		
1. HAS AN ANALYSIS BEEN MADE BY MANAGEMENT DURING THE PAST SIX MONTHS TO DETERMINE THE CRITICAL AND VULNERABLE AREAS IN THE FACILITY OR SYSTEM	X	
2. IS MANAGEMENT MAKING EFFORTS TO REDUCE CRITICALITY AND VULNERABILITY	X	
SECTION 2. ORGANIZING FOR PRODUCTION SECURITY		
1. NAME AND TITLE OF PERSON PLACED IN CHARGE OF PRODUCTION SECURITY *(6.1)* **Mr. A. C. Shelton - Division Engineer**		
2. HAS MANAGEMENT DELEGATED SUFFICIENT AUTHORITY TO PERSON IN CHARGE OF PRODUCTION SECURITY *(6.1.1)*	X	
3. HAS A COMPLETE PRODUCTION SECURITY ORGANIZATION BEEN DEVELOPED *(6.1) (6.1.2)*		X
4. DO TRAINED PERSONNEL STAFF EACH PRODUCTION SECURITY FUNCTION *(6.1)*		X
5. HAVE PRODUCTION SECURITY PLANS AND PROGRAMS BEEN ADEQUATELY DEVELOPED *(6.1.2)*		X
6. HAVE PRODUCTION SECURITY SUPERVISORY AND CONTROL PROCEDURES BEEN ESTABLISHED *(6.1)*		X
7. DOES MANAGEMENT PERFORM FREQUENT INSPECTIONS AND RECEIVE REPORTS TO ASSURE ITSELF OF THE SUFFICIENCY OF THE PRODUCTION SECURITY PROGRAM		X
8. HAVE PROVISIONS BEEN MADE TO TEST THE PRODUCTION SECURITY PLAN AND PROGRAM *(6.1)*		X
9. HAS ADEQUATE LIAISON BEEN ESTABLISHED WITH: *(6.1.2)*		
a. APPROPRIATE FEDERAL, STATE AND MUNICIPAL AUTHORITIES	X	
b. LOCAL ORGANIZATIONS	X	
SECTION 3. CONTROL OF ESPIONAGE AND SABOTAGE		
a. PREVENTION OF UNAUTHORIZED ENTRY		
1. IS THERE AN ADEQUATE PERIMETER BARRIER COMPLETELY ENCLOSING THE AREAS OF THE PLANT *(1.1)*	DNA	
2. ARE ALL OPENINGS IN THE PERIMETER BARRIER EITHER GUARDED OR SECURED *(1.2)*	DNA	
3. ARE CLEAR ZONES MAINTAINED ON BOTH SIDES OF PERIMETER BARRIER *(1.3)*	DNA	
4. IS PERIMETER BARRIER INSPECTED AT REGULAR INTERVALS FOR NEEDED REPAIRS *(1.4)*	DNA	
5. ARE PERIMETER BARRIERS, CLEAR ZONES, & VITAL AREAS LIGHTED SO AS TO PERMIT DETECTION OF AN INTRUDER *(1.4)*	DNA	
6. IS THE LIGHT SO ARRANGED THAT AN INTRUDER, BUT NOT THE GUARD, WILL FACE THE LIGHT GLARE *(1.4.1.4)*	DNA	
7. ARE ADDITIONAL INTRUSION DETECTION DEVICES USED TO PROTECT THE PLANT *(1.5)*		X
8. IS MANAGEMENT SCREENING APPLICANTS AND EMPLOYEES TO ELIMINATE AS FAR AS POSSIBLE ALL PERSONS WHOSE PRESENCE MIGHT BE INIMICAL TO THE PRODUCTION SECURITY OF THE PLANT *(3.2)*	X	
b. CONTROL OF AUTHORIZED ENTRY		
1. HAS THE FACILITY ESTABLISHED A PRACTICAL SYSTEM FOR POSITIVE IDENTIFICATION OF EMPLOYEES *(2.1)*	X	
2. DOES THIS SYSTEM PROVIDE SPECIAL IDENTIFICATION FOR EMPLOYEES HAVING ACCESS TO RESTRICTED AREAS *(2.1)*	DNA	
3. DOES THIS SYSTEM PROVIDE FOR IDENTIFYING, ADMITTING AND CONTROLLING VISITORS, OUTSIDE CONTRACTOR PERSONNEL, VENDORS, ETC. *(2.3)(2.5)*	DNA	
4. DOES THIS SYSTEM PERMIT CONTROL OVER PACKAGES TAKEN INTO OR OUT OF THE PLANT *(2.8)*	DNA	
5. ARE VISITORS AND NON-EMPLOYEES ESCORTED *(3.3)*	DNA	
6. IS A VISITOR AND NON-EMPLOYEE REGISTER MAINTAINED *(3.3.1)*	DNA	
7. IS THERE AN EFFECTIVE SYSTEM FOR CONTROL OF MOVEMENTS OF PASSENGER VEHICLES, TRUCKS, RAILROAD CARS, AND OTHER CONVEYANCES AND THEIR CONTENTS ENTERING AND LEAVING THE PLANT AREA *(2.6)*	DNA	
8. HAS A SATISFACTORY PARKING CONTROL SYSTEM BEEN ESTABLISHED *(2.9)*	DNA	
c. GUARDS		
1. IS THE GUARD FORCE EFFECTIVELY: *(1.6)*		
a. ORGANIZED	DNA	
b. SUPERVISED	S/R	
2. IS THE NUMBER OF GUARDS, GUARD POSTS, AND PATROL ROUTES ADEQUATE DURING OPERATION AND NON-OPERATION OF THE PLANT *(1.7)*	S/R	
3. ARE GUARDS REQUIRED TO MEET REASONABLE PHYSICAL, MENTAL AND LOYALTY STANDARDS *(1.6)*	S/R	
4. ARE GUARDS: *(1.6)*		
a. ARMED	S/R	
b. UNIFORMED	S/R	
c. AUTHORIZED TO MAKE ARRESTS	S/R	
5. ARE GUARD ASSIGNMENTS AND PATROL ROUTES FREQUENTLY VARIED SO THAT A ROUTINE IS NOT ESTABLISHED *(1.8)*	S/R	
6. DO GUARDS HAVE ADEQUATE MEANS OF COMMUNICATION *(1.6)*	S/R	

3C. GUARDS (Continued)	YES	NO
7. DOES THE GUARD TRAINING PROGRAM INCLUDE ADVANCED TRAINING FOR EMERGENCY CONDITIONS (1.9.2)	DNA	
8. DOES THE GUARD TRAINING PROGRAM INCLUDE INSTRUCTION IN: (1.9.2)	DNA	
a. PERSONAL DEFENSE	DNA	
b. USE OF ARMS	DNA	
c. SABOTAGE, RIOT AND TRAFFIC CONTROL	DNA	
d. PLANT EVACUATION	DNA	
e. PROTECTION OF CRITICAL AREAS UNDER DISASTER CONDITIONS	DNA	
SECTION 4. FIRE PROTECTION		
1. IS THERE AN ADEQUATE PROGRAM OF FIRE PROTECTION (7.3)	X	
2. ARE FIRE PREVENTION REGULATIONS CONSPICUOUSLY POSTED, EMPHASIZED AND ACTIVELY ENFORCED (7.4) (7.5)	X	
3. IS ADEQUATE FIRE PROTECTION EQUIPMENT PROVIDED AND MAINTAINED IN GOOD WORKING ORDER (7.6) (7.7)	X	
4. ARE EMPLOYEES TRAINED IN THE PROPER USE OF FIRE PROTECTION EQUIPMENT (7.9.2)	X	
5. ARE EMPLOYEES ORGANIZED FOR EFFECTIVE ACTION IN CASE OF FIRE (7.9)	X	
6. IS THERE AN EFFECTIVE FIRE ALARM SYSTEM WHICH WILL ALERT THE PLANT FIRE FIGHTERS AND PROVIDE FOR HELP FROM THE LOCAL MUNICIPAL FIRE DEPARTMENT (7.10)	X	
SECTION 5. PREVENTION AND MINIMIZATION OF DAMAGE		
1. HAVE CRITICAL AREAS AND SENSITIVE POINTS, BOTH MANUFACTURING AND NON-MANUFACTURING, BEEN: (5.1)	DNA	
a. IDENTIFIED	DNA	
b. DESIGNATED	DNA	
c. IS ACCESS TO THESE AREAS SUITABLY CONTROLLED	X	
2. HAVE PROTECTIVE MEASURES BEEN APPLIED COMMENSURATE WITH THE IMPORTANCE OF SUCH CRITICAL AREAS AND SENSITIVE POINTS (5.1.2)	X	
3. IS A DEPENDABLE SUPPLY OF WATER AVAILABLE FOR BOTH FIRE FIGHTING AND PROCESS OPERATIONS (4.7)	DNA	
4. ARE PLANT VALVES AND REGULATORS PROTECTED AGAINST TAMPERING (4.6)	DNA	
5. ARE WATER TANKS, PUMPS, AND ALLIED SERVICE SUPPORTING EQUIPMENT ESSENTIAL TO PLANT OPERATIONS AND PRODUCTION, ADEQUATELY PROTECTED (4.7)	DNA	
6. ARE OFF-SITE AREAS ESSENTIAL TO PLANT'S PRODUCTION ADEQUATELY PROTECTED (5.3)	X	S/R
7. IS AN ADEQUATE SYSTEM OF [redacted] COMMUNICATION AVAILABLE, INCLUDING ALTERNATE MEANS IN CASE OF EMERGENCY (4.5)	DNA	
8. HAS SAFE LOCATION BEEN PROVIDED FOR SPARE JIGS, FIXTURES, TOOLS, KEY EQUIPMENT, REPAIR PARTS, RAW MATERIALS, COMPONENTS, FINISHED GOODS INVENTORIES, ETC. (PM. Gp. 1.a.)	DNA	
9. HAS FACILITY DISPERSION BEEN CONSIDERED (PM. Gp. 1.a.)		X
a. IF MANAGEMENT CONSIDERS DISPERSION IMPRACTICAL, HAS CONSIDERATION BEEN GIVEN TO RELOCATING KEY DEPARTMENTS OR TO REARRANGING THE FACILITY TO INCREASE THE INDEPENDENCE OF INDIVIDUAL DEPARTMENTS	DNA	
10. HAVE EMERGENCY SHUT-DOWN PROCEDURES BEEN DEVELOPED (5.6)	DNA	
11. HAVE EMPLOYEES BEEN ALERTED FOR INSTANTANEOUS APPLICATIONS OF THESE PROCEDURES (5.6)	DNA	
12. HAS AN ADEQUATE DISASTER CONTROL PLAN BEEN DEVELOPED		X
13. DOES THIS FACILITY PARTICIPATE IN A MUTUAL AID PROGRAM (9.5)	DNA	
IF "YES", DOES THE MUTUAL AID PLAN INCLUDE PROVISIONS FOR POOLING	DNA	
a. MEDICAL CARE	DNA	
b. MEDICAL SUPPLIES	DNA	
c. FIRE PROTECTION EQUIPMENT	DNA	
d. SAFETY EQUIPMENT	DNA	
e. COMMUNICATIONS EQUIPMENT	DNA	
f. SKILLED TECHNICAL PERSONNEL	DNA	
SECTION 6. MINIMIZING EFFECT OF DAMAGE		
1. HAVE ESSENTIAL COMPONENTS FURNISHED THIS FACILITY BY A KNOWN SOLE SOURCE OF SUPPLY BEEN IDENTIFIED IF "YES", LIST NAMES AND ADDRESSES OF SUCH SOLE SOURCES ON AN ADDITIONAL SHEET	DNA	
2. HAVE STEPS BEEN TAKEN TO MINIMIZE PRODUCTION LOSS, IF THESE SOLE SUPPLIERS ARE DESTROYED IF "YES", INDICATE ON AN ADDITIONAL SHEET THE NATURE OF STEPS TAKEN	DNA	
3. HAS MANAGEMENT CONSIDERED THE POSSIBILITY OF ADVANCE PRODUCTION AND SAFE STORAGE OF [redacted] COMPONENTS, ETC., AS A CUSHION AGAINST DAMAGE (PM. Gp. 2.b.)	X	
4. HAVE SPECIFIC PLANS BEEN DEVELOPED TO PROVIDE ALTERNATE [redacted] routes during A PERIOD OF RESTORATION	X	

SECTION 6. MINIMIZING EFFECT OF DAMAGE (Continued)	YES	NO
5. HAS AN INVENTORY BEEN TAKEN OF SPECIAL PURPOSE OR LONG LEAD-TIME [redacted] EQUIPMENT (PM. Gp. 3.c.)	X	
6. HAVE PLANS BEEN MADE FOR ACQUISITION OF CRITICAL SPARE PARTS AND STANDBY EQUIPMENT (9.3) (PM. Gp. 3.c.)	X	
7. HAS MANAGEMENT DETERMINED THE AVAILABILITY FROM NEARBY FACILITIES OF MACHINES AND EQUIPMENT, ETC., FOR SUBSTITUTE USE IN DAMAGED CRITICAL PRODUCTION AREAS.	DNA	
8. HAVE ARRANGEMENTS BEEN MADE WITH ALTERNATE SOURCES TO PRODUCE ALL OR A PORTION OF THE PRODUCTION OF THIS FACILITY (PM. Gp. 3.a.)	DNA	
9. DOES THE PLANT HAVE A WELL-EQUIPPED AND TRAINED EMERGENCY REPAIR CREW (9.1) (9.6)	X	
10. IS A DEPENDABLE SUPPLY OF ELECTRIC POWER AVAILABLE FROM A SECONDARY SOURCE (9.2)	X	
SECTION 7. RESTORATION		
1. IS THERE A GENERAL ORGANIZATION PLAN FOR RESTORATION OF CRITICAL AREAS, [redacted]	X	
2. DOES THIS PLAN PROVIDE FOR: a. RECIPROCAL AID AND ASSISTANCE IN RESTORATION (9.5)	X	
b. DESIGNATION OF ALTERNATES FOR KEY PERSONNEL	X	
3. HAS MANAGEMENT DETERMINED THE MINIMUM PERIOD OF TIME REQUIRED TO RECOVER TO FULL PRODUCTION IN THE EVENT OF LOSS OF THE MOST IMPORTANT CRITICAL AREA OR SENSITIVE POINT. IF "YES", INDICATE ON ADDITIONAL SHEET, THE ESTIMATED MINIMUM PERIOD OF TIME AND THE PRINCIPAL FACTORS, IF ANY, DELAYING A MORE RAPID RECOVERY TO FULL PRODUCTION	X	
4. HAVE SPECIFIC PLANS BEEN DEVELOPED TO EXPEDITE RESTORATION OF CRITICAL AREAS	X	
5. HAS ADVANCE ENGINEERING PLANNING BEEN ACCOMPLISHED (PM. Gp. 3.a.)	X	
6. HAS ADVANCE CONSTRUCTION PLANNING BEEN ACCOMPLISHED (PM. Gp. 3.b.)	X	
7. IS MANUFACTURING, PROCESS, AND CONSTRUCTION DATA, ESSENTIAL TO RESTORATION, DUPLICATED AND SAFELY STORED OR OTHERWISE PROTECTED AGAINST LOSS AND DAMAGE (5.2) (PM. Gp. 3.)	X	
8. HAVE REPRESENTATIVE DAMAGE PROBLEMS BEEN DEVELOPED AND TESTED	X	
SECTION 8. COLLATERAL PROTECTION MEASURES		
a. PERSONNEL PROTECTION		
1. HAS CONTACT BEEN ESTABLISHED WITH APPROPRIATE OR COGNIZANT HEALTH AND/OR SAFETY ORGANIZATION	X	
2. HAS AN ACTIVE SAFETY ORGANIZATION BEEN ESTABLISHED (8.2)	X	
3. ARE FREQUENT SAFETY INSPECTIONS PERFORMED (8.1)	X	
4. ARE MECHANICAL AND PHYSICAL SAFEGUARDS PROVIDED WHERE NECESSARY (8.4)	DNA	
5. IS PROTECTIVE EQUIPMENT AND CLOTHING PROVIDED (8.5.2)	DNA	
6. ARE ACCIDENTS INVESTIGATED (8.6)	X	
7. ARE FIRST AID AND MEDICAL FACILITIES PROVIDED (6.9) (6.4.4.1)	X	
8. IS PROTECTION AFFORDED AGAINST CONTAMINATION OF FOOD AND WATER SUPPLY (6.10)	DNA	
b. EMPLOYEE INDOCTRINATION		
1. ARE EMPLOYEES INSTRUCTED TO IMMEDIATELY REPORT ANY SUSPICIOUS ACTS OF ESPIONAGE OR SABOTAGE DIRECTLY TO THE NEAREST OFFICE OF THE FBI (3.7.1)		X
2. ARE INDOCTRINATION PRACTICES USED TO ENLIST THE SUPPORT OF EMPLOYEES IN THE PRODUCTION SECURITY PROGRAM (3.7)		X
3. IS PROVISION MADE FOR CONTINUOUS SECURITY TRAINING OF EMPLOYEES (3.4)		X
4. DO INDOCTRINATION PRACTICES PRODUCE AN EFFECTIVE EMPLOYEE SECURITY-AWARENESS (6.2)		X
c. PASSIVE PROTECTION		
1. HAS MANAGEMENT TAKEN ANY STEPS TO CONSTRUCT BLAST PROTECTION FOR CRITICAL AREAS AND SENSITIVE POINTS (6.1)	DNA	
2. HAS ADVANTAGE BEEN TAKEN OF EXISTING STRUCTURES TO PROVIDE FOR PROTECTION AGAINST BLAST AND RADIATION (6.1)	DNA	
d. CIVIL DEFENSE COORDINATION		
1. IS THERE A LOCAL CIVIL DEFENSE ORGANIZATION IN THE COMMUNITY	X	
2. IS THERE A CIVIL DEFENSE PROTECTION PROGRAM IN THE FACILITY	DNA	
3. HAS THE FACILITY CIVIL DEFENSE PROGRAM BEEN COORDINATED WITH LOCAL CIVIL DEFENSE AUTHORITIES		X
4. HAVE BUILDINGS AND DESIGNATED SHELTER AREAS BEEN SURVEYED FOR THE PURPOSE OF DETERMINING THOSE MOST SUITABLE FOR THIS PURPOSE	DNA	
5. HAVE DESIGNATED SHELTER AREAS BEEN CLEARLY MARKED	DNA	
6. HAS A CONTROL SYSTEM INCLUDING CONTROL ROOMS AND WARNING SYSTEMS BEEN ESTABLISHED		X
7. HAVE GROUPS BEEN ORGANIZED TO PROVIDE ESSENTIAL PROTECTIVE SERVICES IN AN EMERGENCY		X
8. HAVE FACILITY CIVIL DEFENSE TEST EXERCISES BEEN CONDUCTED DURING THE PAST SIX MONTHS		X

☆U. S. GOVERNMENT PRINTING OFFICE: 1954 O—287810

OREGON STATE HIGHWAY COMMISSION
INTERSTATE BRIDGE - HIGHWAY 99
PORTLAND, OREGON

ANNEX 1 RECOMMENDATIONS

It is recommended that:

*1. A complete written emergency plan be initiated and pertinent parts disseminated to those employees charged with its implementation. This plan should include but not be limited to:

a. Determination of critical areas and operations.

b. Plans for protecting these areas and operations now, if danger is imminent, and after an emergency has arisen. To include plans for obtaining or designating additional guards.

c. Plans for rehabilitation of damaged or destroyed areas or operations to include storage of critical or difficult to obtain spare parts or equipment.

d. An overall plan for the designation of alternates to act for key personnel.

e. Emergency shutdown procedures where applicable and employees alerted for instantaneous application of these procedures.

2. An employee indoctrination program be initiated to enlist the support of employees in the prevention and detection of acts of espionage, sabotage or subversion and to enlist their support in the production security program.

3. Highway Commission Civil Defense plan be coordinated with State and City Civil Defense.

CONFIDENTIAL

OREGON STATE HIGHWAY COMMISSION
INTERSTATE BRIDGE - HIGHWAY 99
PORTLAND OREGON

ANNEX 2 SUPPORTING REMARKS

Section 3c.

Three operators are on duty at all times on the bridge.

Section 5.

7. State patrol radio cars can be utilized for this. The Washington State Patrol Headquarters is not more than one mile from the bridge.

CONFIDENTIAL

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JUL 21 1954
FOR FILING

FORM E-20 25M 9-51 52315
2271
4653

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
July 15, 1954

SUBJECT:

To:

Mr. R. H. Baldock

In a telephone conversation with you this morning, Mr. Sam Neff, Chief of Operations of the Division Office, Corps of Engineers, requested information as to the savings that would accrue by decreasing the height of the vertical lift of the lift span on the proposed Interstate Bridge.

Investigation discloses that a decrease in the height of the vertical lift by 30 feet would only save 30 feet of tower construction plus a saving in the length of cables. The total saving would amount to approximately $15,000.

P. M. Stephenson

P. M. Stephenson
Assistant Bridge Engineer

PMS:gm

NOTED
State Highway Engineer

RECEIVED
JUL 1954

7771
4653

COMMISSIONERS
FRED G. REDMON, CHAIRMAN
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VANCOUVER

STATE OF WASHINGTON
ARTHUR B. LANGLIE, GOVERNOR

WASHINGTON STATE HIGHWAY COMMISSION

DEPARTMENT OF HIGHWAYS

W. A. BUGGE, DIRECTOR

TRANSPORTATION BUILDING
OLYMPIA

DISTRICT OFFICES
NO. 1 SEATTLE 4
490 SPOKANE ST.
NO. 2 WENATCHEE
P. O. BOX 98
NO. 3 OLYMPIA
P. O. BOX 327
NO. 4 VANCOUVER
4800 MAIN STREET
NO. 5 YAKIMA
P. O. BOX 53
NO. 6 SPOKANE 21
N. 2330 MAYFAIR ST.

June 28, 1954

Mr. W. W. Stiffler
Assistant State Highway Engineer
Oregon State Highway Department
Salem, Oregon

Dear Mr. Stiffler:

I am glad to advise the problem of obtaining insurance coverage that will be acceptable to administrative boards of both of our states has been solved, as noted in the enclosed copies of Mr. McKay's letter to me dated June 25, 1954 and my reply as of this date. Also attached is a copy of a telegram that was sent you this morning.

Since the voucher for the premium of this Workmen's Compensation policy will be sent to you, the matter of sharing the cost can be handled as it has in the past. I assume the Oregon agent will send you the policy and copies that you need for your files.

Very truly yours,

W. A. BUGGE
Director of Highways

J. L. Stackhouse

By: J. L. STACKHOUSE
Maintenance Engineer

WAB:LH
JLS
Enclosure
cc: McKay
Massey
Miles

RECEIVED
JUN 29 1954
OREGON
STATE HIGHWAY COMMISSION

NOTED
W. W. STIFFLER

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1171

1653

CLASS OF SERVICE

This is a full-rate Telegram or Cablegram unless its deferred character is indicated by a suitable symbol above or preceding the address.

WESTERN UNION

W. P. MARSHALL, PRESIDENT

SX-1201

(54)

SYMBOLS
DL=Day Letter
NL=Night Letter
LT=Int'l Letter Telegram
VLT=Int'l Victory Ltr.

The filing time shown in the date line on telegrams and day letters is STANDARD TIME at point of origin. Time of receipt is STANDARD TIME at point of destination

1954 JUN 28 AM 11 59

PRA097

PR.OLA031 PD=WUX OLYMPIA WASH 28 1147AMP=

W W STIFFLER=

.STATE HIGHWAY DEPT SALEM ORG=

OUR DISTRICT ENGINEER MCKAY ADVISES PERCIVAL CO. VANCOUVER HAS ARRANGED EQUAL COVERAGE FOR WORKMEN INTERSTATE BRIDGE THROUGH OREGON AGENT=

STACKHOUSE DEPT OF HIGHWAYS OLYMPIA WASH=

Copy made for Mr. De France June 28th. ER

NOTED
W. W. STIFFLER

THE COMPANY WILL APPRECIATE SUGGESTIONS FROM ITS PATRONS CONCERNING ITS SERVICE

STATE OF WASHINGTON
ARTHUR B. LANGLIE, GOVERNOR

WASHINGTON
STATE HIGHWAY COMMISSION
DEPARTMENT OF HIGHWAYS

OFFICE OF DISTRICT ENGINEER
4200 MAIN STREET
VANCOUVER, WASHINGTON

June 25, 1954

COPY

Mr. W. A. Bugge
Director of Highways
Olympia, Washington

PSH No. 1, Interstate Bridge
at Vancouver, 10.06

Attention: Mr. J. L. Stackhouse

Dear Sir:

In compliance with your request by telephone today we have conversed with Mr. Frank Percival of the local Percival Company regarding Policy No. Z-534473 providing Standard Workmen's Compensation for employees on the Interstate Bridge between Portland and Vancouver.

We have been assured by Mr. Percival that he will arrange to have equal insurance coverage provided through an Oregon agent with the understanding that the billing will be made to the Oregon Highway Department. Mr. Percival advised us further that it will be necessary for us to return the policies to him which we will arrange to do as soon as they are received from your office.

Yours very truly,

P. J. McKAY
District Engineer

PJM:am

c.c. - Mr. R. L. Deaver

NOTED
W. W. STINTLER

RECEIVED
FEB 4 1957
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HEADQUARTERS SIXTH ARMY
PRESIDIO OF SAN FRANCISCO, CALIFORNIA
OFFICE OF THE PROVOST MARSHAL

AMPMS-SD 004.02

22 June 1954

Oregon State Highway Comm.
Milwaukee, Oregon
Attention: Mr. A. G. Shelton

Gentlemen:

Reference is made to the Industrial Security Resurvey conducted at your Interstate Bridge on 24 July 1953, under the Department of Defense, "Defense Production Security Program." A copy of this resurvey was mailed to you for your information.

New directives received from the Department of Defense require that certain additional data be obtained when the resurvey of your facility is made.

Captain Robert R. Bangs is scheduled to call at your office on 7 July 1954 to discuss the results of the resurvey and to consult with a representative of your office concerning the implementation of the recommendations contained therein. These suggestions will be offered in an advisory capacity only.

Captain Bangs will have in his possession a copy of this letter for purposes of introduction and he is authorized to discuss classified information in connection with the survey.

It is requested that the appointment date specified above be confirmed by you at your earliest convenience. Your assistance and cooperation in enabling Captain Bangs to expeditiously complete his mission will be appreciated.

Sincerely yours,

Byron N. Petersen

BYRON N. PETERSEN
LtColonel MPC
Executive Officer

RECEIVED
OFFICE OF
DIVISION ENGINEER
DIVISION NO. 1

7971

Page 55 4653
Section 516 Apportionment of cost

NOTED
State Highway Engineer

At the time the Secretary shall authorize the bridge owner to proceed with the project, as provided in section 515 of this title, and after an opportunity to the bridge owner to be heard thereon, the Secretary shall determine and issue an order specifying the proportionate shares of the total cost of the project to be borne by the United States and by the bridge owner. Such apportionment shall be made on the following basis: The bridge owner shall bear such part of the cost as is attributable to the direct and special benefits which will accrue to the bridge owner as a result of the alteration, including the expectable savings in repair or maintenance costs; and that part of the cost attributable to the requirements of traffic by railroad or highway, or both, including any expenditure for increased carrying capacity of the bridge, and including such proportion of the actual capital cost of the old bridge or of such part of the old bridge as may be altered or changed or rebuilt, as the used service life of the whole or a part, as the case may be, bears to the total estimated service life of the whole or such part: Provided further, That in the event the alteration or relocation of any bridge may be desirable for the reason that the bridge unreasonably obstructs navigation, but also for some other reason, the Secretary may require equitable contribution from any interested person, firm, association, corporation, municipality, county, or State desiring such alteration or relocation for such other reason, as a condition precedent to the making of an order for such alteration or relocation. The United States shall bear the balance of the cost, including that part attributable to the necessities of navigation. As amended July 16, 1952, C. 889, section 2, 66 Stat. 733.

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NOTED
State Highway Engineer

At the time the Secretary shall authorize the bridge owner to proceed with the project, as provided in section 515 of this title, and after an opportunity to the bridge owner to be heard thereon, the Secretary shall determine and issue an order specifying the proportionate shares of the total cost of the project to be borne by the United States and by the bridge owner. Such apportionment shall be made on the following basis: The bridge owner shall bear such part of the cost as is attributable to the direct and special benefits which will accrue to the bridge owner as a result of the alteration, including the expectable savings in repair or maintenance costs; and that part of the cost attributable to the requirements of traffic by railroad or highway, or both, including any expenditure for increased carrying capacity of the bridge, and including such proportion of the actual capital cost of the old bridge or of such part of the old bridge as may be altered or changed or rebuilt, as the used service life of the whole or a part, as the case may be, bears to the total estimated service life of the whole or such part: Provided further, That in the event the alteration or relocation of any bridge may be desirable for the reason that the bridge unreasonably obstructs navigation, but also for some other reason, the Secretary may require equitable contribution from any interested person, firm, association, corporation, municipality, county, or State desiring such alteration or relocation for such other reason, as a condition precedent to the making of an order for such alteration or relocation. The United States shall bear the balance of the cost, including that part attributable to the necessities of navigation. As amended July 16, 1952, C. 889, section 2, 66 Stat. 733.

RECEIVED
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FOR FILING
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4453

June 15, 1954

The Percival Company
P. O. Box 715
Vancouver, Washington

Attention: Mr. Ralph Percival

Gentlemen:

Mr. Baldock has read the previous correspondence referred to in your letter of June 9, after returning from an absence from the State.

We had not met with any objections from the Salem accounting office after the previous procedure of billing us for the premium from the Washington Office. The objection was from the Department of Finance, the Administrator of which is Harry Dorman. His only request was that either one of two policies be followed - that the insurance be placed with an Oregon agent and the Highway Commission pay the total premium in the first instance, or, the insurance being placed with a Washington agent, that the Washington Department of Highways pay the premium in the first instance and bill the State for its 50 per cent share. However, the procedure you have followed is perfectly satisfactory.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. W. Stiffler
Assistant State Highway Engineer

WWS:fp

cc Mr. I. A. De France

The Percival Company ☆ RELIABLE INSURANCE

TELEPHONE OXFORD 5-7251 • 108 EAST 10TH STREET (MAIL ADDRESS P. O. BOX 715) • VANCOUVER, WASHINGTON

☆ RALPH PERCIVAL
☆ RUSSELL C. DUNBAR

FIRE • AUTOMOBILE • BURGLARY • LIABILITY • BONDS
ESTABLISHED 1919
ALL INSURANCE LINES EXCEPT LIFE INSURANCE

June 9, 1954

Mr. R. H. Baldock
c/o The Oregon State Highway Commission
Highway Commission Building
Salem, Oregon

PERSONAL

Dear Mr. Baldock:

The office of the Washington State Highway Department here has shown us your letter in regard to the compensation and liability policy on the Interstate Bridge. We appreciate your attitude very much and have followed your recommendation and have executed vouchers and submitted statements directed to the Washington State Highway Commission at Olympia.

If you meet with further objection from the Salem accounting office, we can always supply an Oregon agent, and your remittance for the premium could be made direct to the branch office of the United States Fidelity and Guaranty Company at Portland. If you find it necessary to make some such arrangement, please notify us, and we will take care of the situation.

Very truly yours,

THE PERCIVAL COMPANY

by: Ralph Percival

RGP:mw

REFERRED TO
M. Stiffler
State Highway Engineer
What's this about?

NOTED
W. W. STIFFLER

RECEIVED
1954
FOR FILING

June 4, 1954

Mr. J. L. Stackhouse
Maintenance Engineer
Washington Department of Highways
Transportation Building
Olympia, Washington

Dear Sir:

Reference is made to your letter, dated June 1, enclosing the original and copies of Policy No. Z-534473, written by the United States Fidelity and Guaranty Company through The Percival Company, local agents of Vancouver, Washington, providing Standard Workmen's Compensation for the employees on the Interstate Bridge between Portland and Vancouver.

Since the creation of the Department of Finance and Administration by our legislature, all insurance purchased and paid for by any agency or commission of the State of Oregon must be approved by the Administrator of the above department (Mr. Dorman). Mr. Dorman objects to our payment of the premium on the policy issued by a Washington agent. There are two alternatives: 1. That the Oregon State Highway Department procure like or equal insurance coverage through an Oregon agent and pay the premium, billing the State of Washington for fifty per cent; or 2. That the State of Washington pay the entire premium and bill the Oregon State Highway Commission for our fifty per cent of the cost.

Since this insurance has been placed for several years through The Percival Company in Washington, I would suggest that we make no change. In assuming that you agree with this procedure, I am returning herewith the invoice submitted by The Percival Company in the total amount of $497.75, which I am sure the company would gladly revise, billing the Washington State Highway Department in the same amount. Assuming also that it may be necessary for you to substantiate the payment of the above invoice by evidence, in the form of the policy or a copy of the same, I am returning herewith the original and one copy, and have retained two copies of the policy for our files.

Hoping the above procedure meets with your procedure, I am

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. W. Stiffler
Assistant State Highway Engineer

WWS:fp

Encl.
cc Mr. W. A. Bugge
Mr. P. J. McKay
Mr. C. H. Maison
Mr. I. A. De France

The Percival Company RELIABLE INSURANCE

TELEPHONE 8-7251 · 108 EAST 10TH STREET (MAIL ADDRESS P.O. BOX 715) · VANCOUVER, WASHINGTON

Oregon State Highway Commission
Salem, Oregon
and/or
The Director of Highways
State of Washington

POLICY NO. Z-534473
COMPANY USF&G
DATE 6-29-54
EXPIRES 6-29-55

COVERING ON	AMOUNT	PREMIUM
Interstate Bridge Compensation	$30/150,000.	$448.00
Occupational Disease Endorsement		9.75
		$457.75

couver for the period June 29, 1954 to June 29, 1955.

Also enclosed are three copies of an invoice in the amount of $457.75 covering the premium on the policy. The policy is approved as to form by this Department.

Very truly yours,

W. A. BUGGE
Director of Highways

J. L. Stackhouse

By: J. L. STACKHOUSE
Maintenance Engineer

WAB:LH
JLS:KGM
Enclosure
cc: Bugge

RECEIVED
JUN 2 1954
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
W. W. STAFFLER

COMMISSIONERS

FRED G. REDMON, CHAIRMAN
YAKIMA

L. B. WALLACE, MEMBER
BELLINGHAM

R. A. MOISIO, MEMBER
TACOMA

OSCAR E. STONE, MEMBER
SPOKANE

JUDGE GEORGE B. SIMPSON, MEMBER
VANCOUVER

STATE OF WASHINGTON
ARTHUR B. LANGLIE, GOVERNOR

WASHINGTON
STATE HIGHWAY COMMISSION
DEPARTMENT OF HIGHWAYS

W. A. BUGGE, DIRECTOR

TRANSPORTATION BUILDING
OLYMPIA

DISTRICT OFFICES

NO. 1 SEATTLE 4
460 SPOKANE ST.

NO. 2 WENATCHEE
P. O. BOX 98

NO. 3 OLYMPIA
P. O. BOX 527

NO. 4 VANCOUVER
4200 MAIN STREET

NO. 5 YAKIMA
P. O. BOX 62

NO. 6 SPOKANE 21
N. 2820 MAYFAIR ST.

June 1, 1954

Mr. R. H. Baldock
Oregon State Highway Department
Salem, Oregon

Dear Sir:

Enclosed herewith are the original and two copies of Policy No. Z534473 written by the United States Fidelity and Guaranty Company of Baltimore, Maryland, covering Workmen's Compensation on employees on the Inter-State Bridge at Vancouver for the period June 29, 1954 to June 29, 1955.

Also enclosed are three copies of an invoice in the amount of $457.75 covering the premium on the policy. The policy is approved as to form by this Department.

Very truly yours,

W. A. BUGGE
Director of Highways

J. L. Stackhouse

By: J. L. STACKHOUSE
Maintenance Engineer

WAB:LH
JLS:KGM
Enclosure
cc: Bugge

RECEIVED
JUN 2 1954
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
W. W. STIFFLER

STATE OF WASHINGTON
ARTHUR B. LANGLIE, GOVERNOR

WASHINGTON
STATE HIGHWAY COMMISSION
DEPARTMENT OF HIGHWAYS

OFFICE OF DISTRICT ENGINEER
4200 MAIN STREET
VANCOUVER, WASHINGTON

May 26, 1954.

Mr. W. A. Bugge
Director of Highways
Olympia, Washington

Attention: Mr. J. L. Stackhouse

PSH No. 1 - Interstate Bridge at Vancouver D10.06

Dear Sir:

We are enclosing the original and three copies of Policy No. Z-534473 written by the United States Fidelity and Guaranty Company of Baltimore, Maryland, (The Percival Company) to cover the Workmen's Compensation on employees on the Interstate Bridge for the period of June 29, 1954, to June 29, 1955.

We are also enclosing the original and three copies of an invoice from The Percival Company covering the premiums on the above policy.

This policy together with the endorsements thereon, has been presented to this office by The Percival Company of this city with the request that you examine the same and forward the original and two duplicate copies to the Oregon State Highway Commission at Salem, Oregon, with your approval, keeping a duplicate copy for your file.

Very truly yours,

P. J. McKAY
District Engineer

E. I. Roberts

By: E. I. ROBERTS
District
Office Engineer

PJM:nc
EIR
Encs.

RECEIVED
JUN 4 . 1954
FOR FILING

7771
4453

June 3, 1954

Senator Guy Cordon
Senate Office Building
Washington, D. C.

Dear Senator Cordon:

The traffic on the Interstate Bridge between Portland, Oregon and Vancouver, Washington has now reached an average of approximately 33,000 vehicles per day, and the bridge carries over 40,000 vehicles on peak days. Forecasts indicate a steady increase in this traffic, making it imperative that additional lanes of traffic be provided. To this end the States of Oregon and Washington made a joint survey of various sites up and down the Columbia River from the present location, the study involving high-level bridges, tunnels, and a low bridge parallel to the present one. It was finally decided to request a permit to build a bridge parallel to and 83 feet center-to-center downstream from the present bridge comparable to it in every description. The alternates considered varied from double to triple the costs of the parallel bridge.

The present bridge is 38 feet wide; therefore, it is a very narrow four-lane bridge. The additional bridge would provide three wide traffic lanes on each bridge, making a six-lane facility, three in each direction. The six lanes would carry more than twice as much traffic as the present narrow four lanes.

Navigation interests objected to the building of a similar bridge below the present bridge and finally, as a result of the hearings, the District Engineer has recommended, through the Division Engineer, to the Chief Engineer of the Corps of Engineers, Washington, D. C., a revision in the present bridge. The plan which has been recommended to the Chief of Engineers involves the raising of the grade line south of the drawspan and the removal of the second, third, fourth, and fifth spans south of the drawspan, each 265 feet in length, and their replacement by two 530-foot spans. The grade line would be raised on that portion of the existing bridge lying south of the existing drawspan, so that vertical clearances of 77.5 feet are provided at the center of the southerly of these two 530-foot spans and approximately 58 feet at the center of the northerly of the two 530-foot spans.

The new bridge would be built 83 feet center-to-center downstream from the present bridge to an identical standard with the revised old bridge. It was estimated that the original cost of the new bridge and approaches would be approximately $10,000,000 and that the new bridge and approaches, built to meet these added navigational requirements, would cost $10,464,650.

In addition, the revision to the old bridge will cost $2,620,600. The additional cost by reason of raising the old bridge to get greater clearance and building the new bridge to conform is, therefore, $3,085,350.

The revisions to the existing bridge and the additional cost of the new bridge in conforming to these revisions are for the benefit of navigation. While it is true that the increased vertical clearance will eliminate some of the openings of the drawspan and thus expedite highway traffic, the four per cent grades in the bridge necessary to provide the clearance more than outweigh this benefit. It is clearly evident that the net benefits from these revisions are chargeable to navigation interests.

Under the Truman-Hobbs Act, the cost of the reconstruction of the old bridge is to be apportioned between the beneficiaries. The State must assume all of the additional cost on the new bridge. In equity and justice we ask that the Federal Government assume all of the additional cost on the old bridge, estimated as $2,620,600. The States will assume the $464,650 representing the additional cost on the new bridge. Attached hereto is a copy of a letter from the Assistant Counsel, transmitting a proposed appropriation bill. We would very much appreciate your doing what you can toward getting this bill through the present session to the end that we may proceed with the design, sell the revenue bonds, and contract the structure.

The Legislatures of both Oregon and Washington have provided enabling acts for the making of the old bridge a toll bridge and the new bridge a toll bridge. It has been determined that by charging quite nominal tolls the bridges may be made free in less than ten years. It will take more than a year to design the structure and about two years to build it. We cannot proceed until we know that the Federal Government will bear the cost of the old bridge under the Truman-Hobbs Act. Your assistance in getting the passage of an appropriation bill at this session will be very much appreciated because of the fact that the traffic is increasing rapidly and a considerable length of time must elapse after the passage of this appropriation bill before the bridge can be designed and constructed.

Very respectfully,

R. H. Baldock
State Highway Engineer

RHB:hi lg

Enclosure

FORM E 20 25M 9-51 52319

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
June 2, 1954

C O P Y

SUBJECT:

To:

Mr. R. H. Baldock
State Highway Engineer
O f f i c e

Dear Mr. Baldock:

I am enclosing herewith ten copies of a draft bill, under the terms of which the Congress of the United States appropriates the sum of $2,620,600.00 for the purpose of paying the cost of altering and reconstructing the Interstate Bridge across the Columbia River.

In preparing this bill we were unable to obtain the rules of Congress governing preparation of bills. We were also unable to find any previous appropriation bill under the Truman-Hobbs Act. It was, therefore, necessary to simply use other and different appropriation bills as a guide. The draft will almost certainly require extensive revision by Congressional committee counsel.

The references to particular statutes in the bill are to the Truman-Hobbs Act, and you will note that the sum appropriated is given as a lump sum since this seems to be the practice in the usual appropriation bill.

Yours very truly,

C. W. ENFIELD
Chief Counsel

By /s/ Robert L. May, Jr.

ROBERT L. MAY, JR.
Assistant Counsel

RLM:avh
Encl.

cc - G. S. Paxson

A BILL

To appropriate money for payment of the cost of altering and reconstructing the Interstate Bridge across the Columbia River between Portland, Oregon, and Vancouver, Washington.

Be It Enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That:

There is hereby appropriated, out of any money in the Treasury not otherwise appropriated, the sum of $2,620,600, for the purpose of paying the cost of altering and reconstructing the Interstate Bridge across the Columbia River between Portland, Oregon, and Vancouver, Washington, pursuant to the provisions of sections 1 through 8, of chapter 409, Act of June 21, 1950 (54 Stat., 497-500; 33 U. S. C., sections 511 through 518), as amended by sections 1 and 2 of chapter 889, Act of July 16, 1952 (66 Stat. 732, 733).

FORM E-90 25M 9-51 52315

7971

4653

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
June 3, 1954

NOTED
State Highway Engineer

SUBJECT: Portland-Vancouver Interstate Bridge

To: Mr. R. H. Baldock

Attached hereto are copies of the correspondence and exhibits relative to our negotiations for a permit to construct a bridge across the Columbia River paralleling the existing structure. The original application for this project was made on October 1, 1953 by our letter of that date which is attached and which was accompanied by maps and plans showing the structure that we propose to build. This structure was to have been identical with the existing bridge, providing the same clearances and span arrangements.

A public hearing was held on this application on November 19, 1953, at which time objections from tugboat operators were presented. Several conferences were held with the District Engineer and with tugboat operators, and upon advice from the District Engineer a revised application was submitted under date of February 2, 1954 in accordance with the attached letter of that date. Under this plan it was proposed to move the drawspan to the south and to raise the grade of the bridge to provide additional clearances.

Prior to the holding of a second hearing, further conferences were held at which it was indicated that even this modification of the existing structure would not satisfy the objections of the tugboat operators, and a proposal was advanced that two of the 265-foot spans be removed and replaced with a 530-foot span. A revised application was again submitted, under date of March 22, 1954, together with attached plans showing these modifications. There was some discussion at that time of the advisability of replacing an additional two of the 265-foot spans by a 530-foot span. At the request of the District Engineer, in his letter of March 22, copy of which is attached, we submitted estimates of cost: on the original application (called Plan A) which duplicated the existing bridge; on the revision replacing two of the 265-foot spans (called Plan C); and on the further revision replacing four of the 265-foot spans (called Plan D). These estimates are given in my letter of March 30, 1954.

Under date of April 29, 1954, the District Engineer advised us that he intended to recommend the so-called "Plan D" and requested that we submit another revision of our application. Copy of this letter from the District Engineer is attached.

In order to get this job going, the two states consented to this proposal by letter dated May 10, 1954. We have the reply of the District Engineer dated May 18. Under date of May 20, 1954, we submitted our third revision of the application calling for the construction of two of the long spans and for the raising of the grade of the bridges. Copies of the revised plan are attached.

I am attaching copies of the testimony which you presented at the hearing on November 19 and at the second hearing of this same project.

G. S. Paxson

GSP:gm
Encls.

FORM E-120 80M REVISED 3-53

COMMISSIONERS
BEN R. CHANDLER, CHAIRMAN
Coos Bay
CHAS. H. REYNOLDS, MEMBER
La Grande
M. K. McIVER, MEMBER
Portland
H. B. GLAISYER
SECRETARY

7971

4653

OREGON
STATE HIGHWAY DEPARTMENT
SALEM

R. H. BALDOCK
STATE HIGHWAY ENGINEER
W. C. WILLIAMS
1ST ASST. STATE HWY. ENGR.
W. W. STIFFLER
2ND ASST. STATE HWY. ENGR.
C. W. ENFIELD
CHIEF COUNSEL

May 20, 1954

The District Engineer
Corps of Engineers
U. S. Army
628 Pittock Block
Portland 5, Oregon

NOTED
State Highway Engineer

Dear Sir:

Re: Portland-Vancouver Interstate Bridge

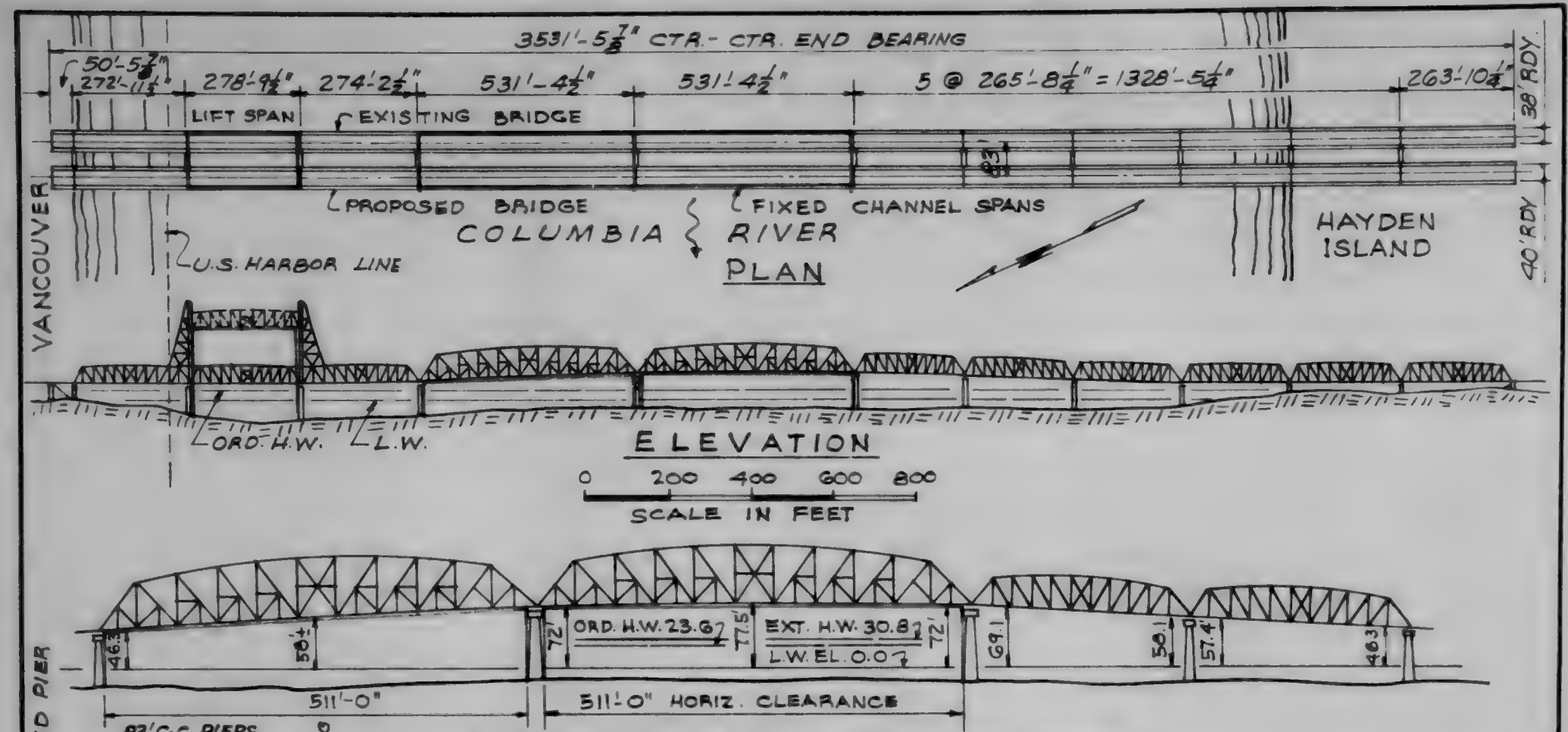
Pursuant to your letter of May 18, I attach hereto a tracing and four prints of a sheet marked No. 2 of 4, which is a revision of our original application of October 1, 1953 for a permit to construct an additional bridge across the Columbia River between Portland, Oregon, and Vancouver, Washington. Sheets No. 1, No. 3 and No. 4 of our original application of October 1, 1953 are still applicable.

Very truly yours,

R. H. Baldock
State Highway Engineer

By
G. S. Paxson
Assistant State Highway Engineer

GSP:gm
Encls.
cc W. A. Bugge
R. H. Baldock



SOUNDINGS AND ELEVATIONS ARE IN FEET AND REFER TO COLUMBIA RIVER DATUM, 1929 ADJUSTMENT. LOW WATER 1.4 FT. ABOVE M.S.L. MILES ABOVE MOUTH - 106.5

PROPOSED NEW BRIDGE AND EXISTING BRIDGE AFTER ALTERATIONS

COLUMBIA RIVER

BETWEEN

PORTLAND, ORE. & VANCOUVER, WASH.

U.S. HIGHWAY 99

SEC. 34 T. 2 N. R. 1 E. W.M.

APPLICATION BY

OREGON STATE HIGHWAY COMMISSION

WASHINGTON STATE DEPARTMENT OF HIGHWAYS

MAY 20, 1954

ADDRESS REPLY TO
THE DISTRICT ENGINEER
(NOT TO INDIVIDUALS)

CORPS OF ENGINEERS, U.S. ARMY
OFFICE OF THE DISTRICT ENGINEER
PORTLAND, OREGON DISTRICT
628 PITTOCK BLOCK
PORTLAND 5, OREGON

NPKS-4 7171
4653

REFER TO FILE NO. NPP 800.6(Col. R.-Bridges)-4

May 18, 1954

Oregon State Highway Department
Salem, Oregon

ATTENTION: Mr. R. H. Baldock, State Highway Engineer

Gentlemen:

Acknowledgement is made to your letter of May 10, 1954, in reference to the proposed new bridge across Columbia River between Portland, Oregon and Vancouver, Washington.

It is noted that the State of Oregon agrees to the revision in the plans suggested in our letter of April 29, 1954, and will assume all costs of the construction of the new bridge provided that the State of Washington concurs in the revision and provided the Federal Government assumes all costs of reconstruction of the existing bridge. A letter dated May 10, 1954, agreeing to the revision under similar conditions has been received from the Washington State Department of Highways.

With reference to the obligation of the Federal Government for cost of reconstruction of the existing bridge, I can say that it appears to this office that the Truman-Hobbs Act applies in this instance. Apportionment of the costs as between the Federal Government and local interests is the responsibility of the Secretary of the Army in the event that he concurs that the Truman-Hobbs Act is applicable. Appropriation of funds for the implementation of such an apportionment must however be done by Congress. You are, of course, aware that I am not in a position to bind either the Secretary of the Army or the Congress in this matter, but wish to assure you that I will forward my recommendations as soon as possible.

Since both the states of Oregon and Washington are in accord with reference to the revision and since both have requested that action on the application be expedited, the suggestion is made that revised plans be prepared accordingly and forwarded to this office for transmission to the Department of the Army with the recommendation of this office. If this is done a decision by the Department can be expected at a much earlier date.

RECEIVED
MAY 19 1954
OFFICE
STATE HIGHWAY ENGINEER

Very truly yours,

T. M. LIPSCOMB
Colonel, Corps of Engineers
District Engineer

NOTED

RECEIVED
MAY 11 1954
FOR FILING
79.11
4653

May 10, 1954

The District Engineer
Corps of Engineers
U. S. Army
628 Pittock Block
Portland 5, Oregon

Dear Sir:

Re: Portland-Vancouver Interstate Bridge

Reference is made to your letter of April 29 and attached prints showing the plan and elevation of the proposed new bridge across the Columbia River between Portland and Vancouver and of the reconstruction of the existing bridge which you propose to recommend to the Chief of Engineers in connection with the application of the States of Oregon and Washington for permit to construct the new bridge.

The plan which you propose to recommend involves the removal of four of the 265-foot spans in the existing bridge and their replacement by two 530-foot spans. It also involves the raising of the grade line of that portion of the existing bridge lying south of the existing drawspan so that vertical clearances of 77.5 feet are provided at the center of the southerly of these two 530-foot spans and approximately 58 feet at the center of the northerly of the two 530-foot spans. The revisions to the existing bridge will not involve any changes in the existing drawspan. The new bridge located 83 feet west, or downstream from the existing bridge, is to be built with identical clearances to the existing bridge as revised.

Our original application, submitted to you under date of October 1, 1953, was on the basis of a new bridge providing identical clearances and span arrangements with the existing bridge. The changes necessary to comply with your proposed recommendation involve major additional expenditures both in the revisions to the existing bridge and in construction of the new bridge. The plan which you propose to recommend is essentially Plan D as described and estimated in my letter to you of March 30, 1954. These estimates show that this arrangement will involve expenditures on the existing bridge estimated to cost $2,620,600 and additional cost on the new bridge of $464,650.

The revisions to the existing structure are solely for the benefit of navigation. There is no net benefit to highway traffic which will use the structures, as any benefit which might result from a decrease in the number of openings is not equal to the additional cost of operating this large volume of traffic on the gradients necessary to provide the added vertical clearances. The cost of all changes in the existing bridge are, under the terms of the Truman-Hobbs Act, clearly the responsibility of the federal government, since these costs are incurred entirely for the benefit of navigation.

In view of the urgent need of the additional facility to carry the heavy volume of highway traffic, the State of Oregon will agree to proceed under a permit issued in accordance with your recommendation and will assume its proportion of the additional cost on the new structure over and above the cost which would have been incurred in constructing a bridge identical with the existing bridge, but only on the condition that the federal government pay all costs involved in reconstructing the existing bridge to meet the requirements of such a permit. Our consent to this arrangement is likewise subject to the concurrence in this consent by the State of Washington.

Very truly yours,

R. H. Baldock
State Highway Engineer

GSP:gm
cc W. A. Bugge
G. S. Pearson

May 6, 1954

Mr. W. A. Bugge, Director
Department of Highways
Olympia, Washington

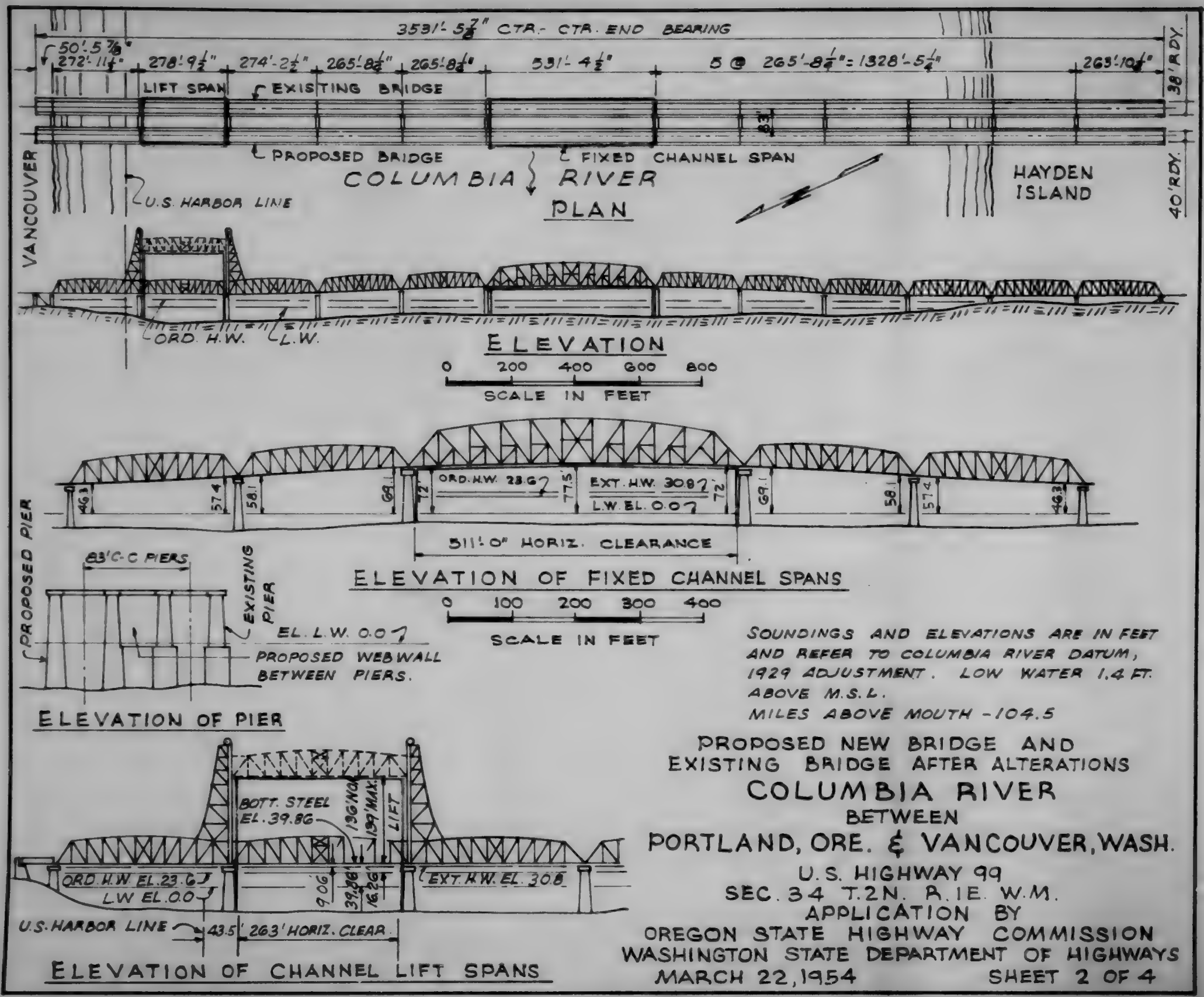
Dear Mr. Bugge:

Herewith copy of the letter which we propose to send to The District Engineer in answer to his letter of April 29, of which you have a copy. We are holding this letter until you have had opportunity to examine it and advise us as to whether it is satisfactory to you. The letter should be in the mail by Monday, May 10, and I would appreciate hearing from you by that time.

Very truly yours,

R. H. Baldock
State Highway Engineer

Encl.
GSP:gm
cc G. S. Paxson



SOUNDINGS AND ELEVATIONS ARE IN FEET AND REFER TO COLUMBIA RIVER DATUM, 1929 ADJUSTMENT. LOW WATER 1.4 FT. ABOVE M.S.L.
MILES ABOVE MOUTH - 104.5

PROPOSED NEW BRIDGE AND EXISTING BRIDGE AFTER ALTERATIONS

COLUMBIA RIVER

BETWEEN

PORTLAND, ORE. & VANCOUVER, WASH.

U.S. HIGHWAY 99
SEC. 34 T.2N. R.1E. W.M.
APPLICATION BY
OREGON STATE HIGHWAY COMMISSION
WASHINGTON STATE DEPARTMENT OF HIGHWAYS
MARCH 22, 1954

Mr. R. H. Baldock

FORM E-20 25M 8-51 52315

1771

1453

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
May 17, 1954

SUBJECT:

To:

Interstate Bridge

Mr. C. W. Enfield

...TED
...e Highway Engineer

The District Engineer of the Portland District Corps of Engineers, U. S. Army, has advised us of their intention to submit to the Chief of Engineers a recommendation for the conditions under which a permit should be granted for the construction of the Columbia River Bridge between Portland, Oregon, and Vancouver, Washington. I am attaching a copy of this letter from the District Engineer.

The recommendation of the District Engineer involves a major revision to the existing bridge as well as additional costs on the new bridge for which we have applied for permit. In our original application dated October 1, 1953, we requested a permit to construct a second bridge identical with the existing bridge, located 83 feet downstream from the existing bridge and providing clearances for navigation identical with those furnished by the existing bridge. A hearing was held on November 19, 1953, at which time operators of watercraft appeared and objected to the clearances proposed for the new bridge and to the clearances now provided by the existing bridge.

A second hearing was held on March 17, 1954, at which time modifications of the first application were considered. The attached letter sets forth the recommendation of the District Engineer made subsequent to these hearings.

The conditions which are being recommended require that the grade line of that portion of the existing bridge lying south of the present drawspan be raised so that the present vertical clearance of 39.86 feet be increased to 77.5 feet and that four of the existing 265'-8$\frac{1}{4}$" spans be removed and replaced by two 531'-4$\frac{1}{2}$" spans and the existing intermediate piers now located at the center of the 531'-4$\frac{1}{2}$" spans be removed to provide a horizontal clearance under each of these spans of 511 feet. The recommended conditions also require the construction of the new bridge to provide the same vertical and horizontal clearances listed above for the existing bridge as revised. Under this recommendation the present drawspan will be left in its existing condition and a drawspan will be built in the new bridge opposite and identical with the drawspan of the existing bridge.

The changes in the existing bridge are entirely for the benefits of navigation. Any slight benefit which highway traffic would experience due to a reduction in the number of openings in the drawspan is more than outweighed by the cost and inconvenience of carrying all of the highway traffic over the higher grade line necessary to provide the increased vertical clearances. Under the Truman-Hobbs Bridge Act, the costs of revisions to the existing bridge are to be borne by the federal government. Our estimate of these additional costs on the existing bridge are as follows:

Estimated Costs of Revising Existing Bridge

Reinforce Piers No. 4, No. 6, and No. 8	$ 700,520
Two 530-foot steel trusses	1,023,360
Remove Piers No. 5 and No. 7	100,000
Raise Spans No. 8, No. 9 and No. 10 to new elevation	79,000
Rebuild deck system, Span No. 4	66,600
Raise Piers No. 9 and No. 10	37,000
Remove and replace expansion joints	10,000
Remove and dismantle 4-265' spans	80,000
Subtotal	$2,096,480
Engineering and contingencies, 25 percent	524,120
TOTAL	$2,620,600

The Truman-Hobbs Act does not make a direct appropriation of money for these purposes, and it will be necessary that a special appropriation act be passed by the Congress. It is requested that your office prepare a draft of an appropriation bill which Mr. Baldock can discuss with our Congressional delegation and arrange for its introduction in Congress.

G. S. Paxson

GSP:gm
Encl.
cc R. H. Baldock

ADDRESS REPLY TO
THE DISTRICT ENGINEER
(NOT TO INDIVIDUALS)

CORPS OF ENGINEERS, U.S. ARMY
OFFICE OF THE DISTRICT ENGINEER
PORTLAND, OREGON DISTRICT
628 PITTOCK BLOCK
PORTLAND 5, OREGON

NPPKS-4

April 29, 1954

REFER TO FILE

NPP 800.6(Col.R.-Bridges)-4

Oregon State Highway Department
State Highway Engineer
Salem, Oregon

Gentlemen:

Reference is made to the application of the Oregon State Highway Department and the Washington State Department of Highways for approval of the location and plans for a new highway bridge to be constructed across Columbia River parallel to and 83 feet downstream from the existing bridge between Portland, Oregon, and Vancouver, Washington, which was made the subject of hearings held November 19, 1953 and March 17, 1954.

Those parties who attended the hearing held March 17, 1954, will recall that in addition to the plan for shifting the lift span toward the center of the river, which was the plan for which the hearing was called, that the highway departments submitted a third plan identified as plan "C". It is apparent from the testimony submitted by navigation interests that the plan to shift the lift span would not adequately improve conditions and therefore it will not be recommended.

Plan "C" showed a wide fixed span near the center of the river which would provide a maximum vertical clearance of 77.5 feet and a maximum horizontal clearance of 511 feet, with the lift span left in its present position. This third plan "C", providing a wide fixed span with materially increased vertical clearances, appeared to merit favorable consideration and has been given further study. This study developed the following facts:

There were 5873 trips by towboats through the Interstate Bridge in the calendar year 1952, the latest year for which figures are available. These towboats varied in height from 6 to 60 feet. Only 2.3% of the trips was by vessels with the maximum height of 60 feet. Using the 1948 flood as a maximum flood and a duration curve for a recorded period of 28 years, it is found that 100% of the towboats could pass 88.5% of the time under a bridge of the proposed elevation without recourse to the lift span; that 97.6% of the boats

would pass 97.5% of the time; and that about 81.6% of the boats could pass 100% of the time.

From the above figures it was readily apparent that navigation conditions would be greatly improved insofar as vertical and horizontal clearances were concerned if this third plan were adopted. One other condition, however, which would not be improved by this plan was the channel alignment with the S. P. and S. Railway Company bridge located about one mile downstream. It is known that due to the adverse set of the current in the vicinity of these bridges that towboats experience difficulty in passing through the S. P. and S. bridge draw span. Since the proposed high span would not improve this condition, a second wide span immediately north of the span referred to above is necessary to provide good navigation conditions. This second span by removing one pier would provide the same horinontal clearance of 511 feet, but vertical clearances would necessarily be reduced to provide a safe grade for vehicular traffic on the bridge. The clearances for this span would be approximately 69.] feet at the south pier and 46.34 feet at the north pier. Except for short periods of extreme high water it is expected towboats would most frequently use the northerly of the two wide spans since it would provide a better alignment with the railway bridge swing span. Referring again to the tabulation on vessel trips and heights, it is found that about 94% of the present river traffic could pass through this northerly wide span about 99.5% of the time, and that 100% could use this span about 88% of the time by holding to the south half of the span.

From available information it is believed that construction of the lift span of the proposed new bridge in line with the lift span of the existing bridge and with identical clearances, will adequately provide for deep-draft, ocean-going vessels. No objections have been received from presently operating deep-draft vessel interests nor from the U. S. Navy to this proposed duplication provided 120 feet of the upstream end of the Port of Vancouver wharf were removed. This the highway departments of Oregon and Washington have agreed to do.

A bridge providing a lift span of the same dimensions and in the same location as the present lift span, and a wide span as provided by plan "C" by the State highway departments but modified by an additional wide span should satisfactorily meet the requirements of future commerce. Such clearances are comparable to those in other areas of the United States.

April 29, 1954

In view of the above data it is proposed to recommend that plan "C" modified to include the additional wide span referred to above and as shown on the inclosed prints, be approved. This letter is written to advise interested parties of the proposed recommendation and to provide an opportunity for those who wish to do so to submit their comments thereon. Any comments you may have to make should be mailed to reach this office not later than May 12, 1954.

Very truly yours,

T. H. LIPSCOMB
Colonel, Corps of Engineers
District Engineer

Incl
Plans (set of
2 prints)

RECEIVED
APR 30 1954
OFFICE OF
STATE HIGHWAY ENGINEER

WASHINGTON

Vancouver

Dock and Warehouse to be Removed to This Line

S.P.&S. RY. BRIDGE

PROP. BRIDGE

EXIST. BRIDGE

COLUMBIA RIVER

Ebb

Flood

HAYDEN ISLAND

OREGON

NORTH PORTLAND HARBOR

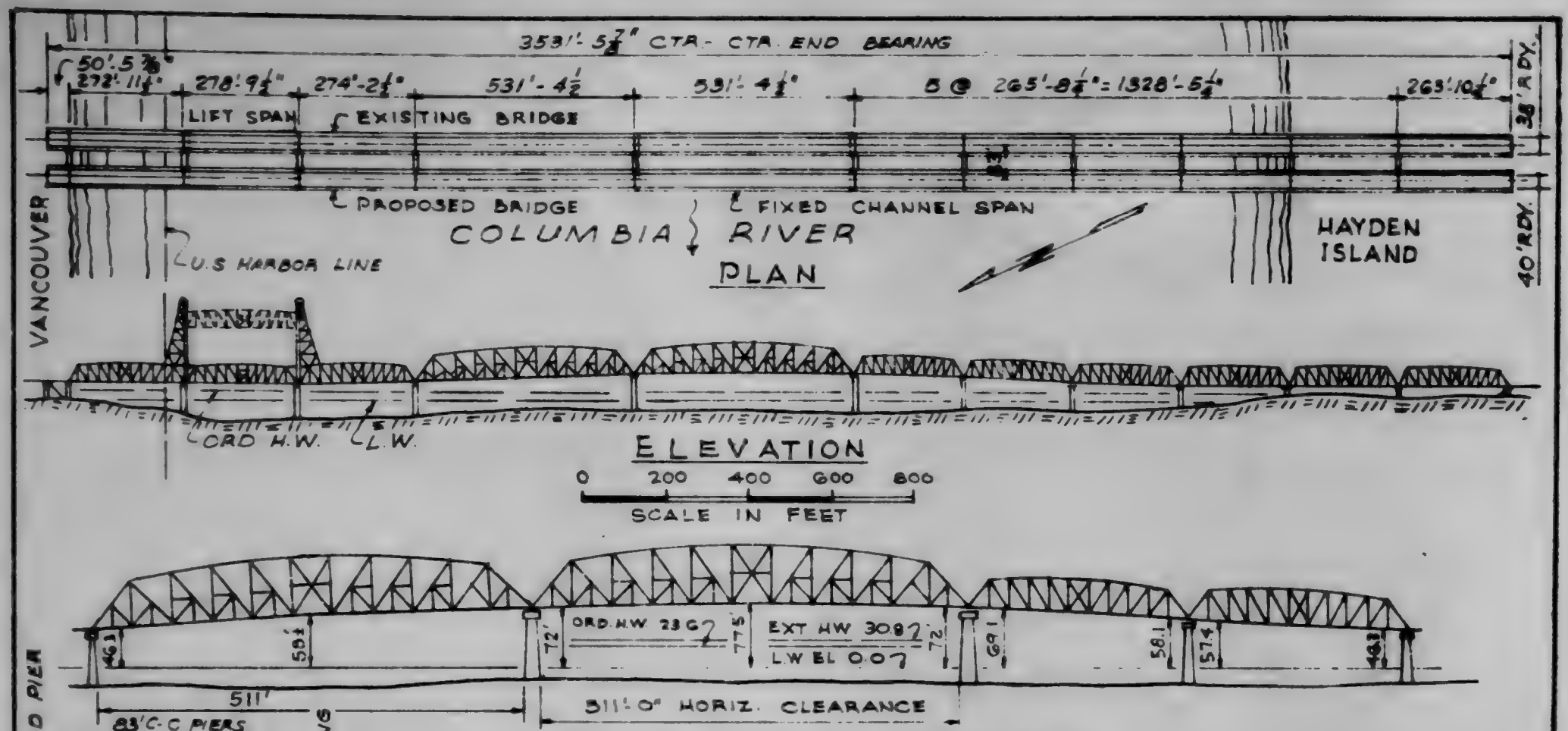
CHANNEL ALIGNMENT
Between
NAVIGATION SPANS
of
PROPOSED NEW AND RECONSTRUCTED
BRIDGES
ACROSS COLUMBIA RIVER
Between
PORTLAND, OREG. & VANCOUVER, WASH.

Scale in Feet

800 0 800 1600

April 26, 1954

Sheet 2 of 2



SOUNDINGS AND ELEVATIONS ARE IN FEET AND REFER TO COLUMBIA RIVER DATUM, 1929 ADJUSTMENT. LOW WATER 1.4 FT. ABOVE M.S.L.
MILES ABOVE MOUTH - 106.5

PLANS FOR PROPOSED NEW BRIDGE AND RECONSTRUCTION of EXISTING BRIDGE ACROSS COLUMBIA RIVER Between PORTLAND, OREG. & VANCOUVER, WASH.

April 26, 1954

COMMISSIONERS
FRED G. REDMON, CHAIRMAN
YAKIMA
L. B. WALLACE, MEMBER
BELLINGHAM
R. A. MOISIO, MEMBER
TACOMA
OSCAR E. STONE, MEMBER
SPOKANE
JUDGE GEORGE B. SIMPSON, MEMBER
VANCOUVER

7121
11653

STATE OF WASHINGTON
ARTHUR B. LANGLIE, GOVERNOR

WASHINGTON STATE HIGHWAY COMMISSION

DEPARTMENT OF HIGHWAYS

W. A. BUGGE, DIRECTOR

TRANSPORTATION BUILDING
OLYMPIA

DISTRICT OFFICES
NO. 1 SEATTLE 4
460 SPOKANE ST.
NO. 2 WENATCHEE
P. O. BOX 96
NO. 3 OLYMPIA
P. O. BOX 327
NO. 4 VANCOUVER
4200 MAIN STREET
NO. 5 YAKIMA
P. O. BOX 52
NO. 6 SPOKANE 21
N. 2530 MAYFAIR ST.

May 10, 1954

NOTED

COPY

District Engineer
Corps of Engineers, U.S. Army
628 Pittock Block
Portland 8, Oregon

P.S.H. No. 1
Interstate Bridge
at Vancouver

Dear Sir:

Reference is made to your letter of April 29th and the attached prints showing the plan and elevation of the new bridge and reconstruction of the existing bridge which you propose to recommend to the Chief of Engineers in connection with the application of the States of Oregon and Washington for a permit to construct a new bridge 83 feet west or downstream from the existing bridge.

Plans which you propose involve the replacement of four existing 265' spans with two 530' spans in the present bridge and providing, in addition to a vertical lift span, two 530' spans in the new bridge. To accomplish this revision of the existing structure is estimated to cost $2,620,600.00 and to provide clearances for the new structure in excess of the existing clearances of the present bridge is estimated to cost $464,650.00. Estimates had previously been submitted for the cost of providing one 530' span in both the existing bridge and the new bridge. These estimations showed an additional cost of $1,628,700.00 to alter the existing bridge and $273,750.00 to provide additional clearances in the new bridge. To comply with your recommendations then will involve an estimated additional cost of $991,900.00 in the existing bridge and $190,900 for the new bridge.

Under the present laws we are, of course, obligated to provide in the new structure such clearances as are required by navigation. We contend that the alterations to the present bridge are solely for the benefit of navigation and that there will be no benefit to highway traffic resulting from the alteration, since a decrease in the number of openings of the lift span will not off-set the additional cost of operation over the gradient necessary to provide the added vertical clearances. The feeling that all benefits in altering the existing bridge are in the interest of navigation appears to be born out in your letter of April 29th, and are concurred in by the State

of Oregon. Under this condition, all costs for altering the present bridge would be born by the Federal Government under the provisions of the Truman-Hobbs Act, and since there is serious doubt in our minds that the cost of providing the additional clearances in the present bridge can be justified by navigation requirements, what assurance can you give that funds will be provided to fulfill the Government's obligations and allow the project to proceed with your proposed plan without further delay?

We originally submitted our application for a permit to construct a new bridge on October 1, 1953, and the project has been delayed since that date in an attempt to satisfy the requirements of navigation. It is essential that we proceed with the construction at the earliest possible date so that we may make adequate provisions for the ever increasing volume of traffic at this crossing of the Columbia River. The State of Washington, subject to confirmation by the State of Oregon, agrees to proceed under a permit issued in accordance with your recommendations and will assume its proportion of the additional cost of the new structure over and above the cost which would have been incurred in constructing a bridge identical with the existing bridge on the condition that the Federal Government pay all costs involved in reconstructing the existing bridge to meet the requirements of such a permit.

Yours very truly,

W. A. BUGGE
Director of Highways

WAB:pm
cc: R. H. Baldock

FORM E-80 2SM 8-51 62318

7971

4653

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
May 5, 1954

SUBJECT: Vancouver Interstate Bridge

To: Mr. R. H. Baldock

NOTED
State Highway Engineer

L

A few days ago we discussed the use in the new bridge of the four 265-foot spans to be removed from the existing bridge. We have estimated the procedure necessary to do this and the possible savings that might result.

The use of these spans is complicated by the necessity for keeping highway traffic moving. In order to use them the following procedure would be necessary. We would build the new bridge from the north out to Pier 10, which is four spans from the south end of the bridge. We would then drive a temporary wooden trestle from this pier to the south end of the bridge and open up the new bridge for traffic. We would then remove the four spans between Pier 4 and Pier 8 of the existing bridge, replace them with two 530-foot spans, change the grade line of the bridge, and route traffic back onto the existing bridge. We would then remove the pile trestle in the new bridge and install the four spans removed from the existing bridge.

This would delay the completion of the entire project by approximately four months, and we should include our interest costs in any evaluation of the scheme. The old trusses have a roadway width of only 38 feet, whereas we were planning on a 40-foot roadway on the new structure. If we use the old trusses, the roadway width of the entire new structure should be reduced to 38 feet. This would give us three 11-foot lanes with 2½ feet of side clearance at each curb.

Our estimates of savings are as follows:

Cost of four new 265-foot spans	each at $152,500		$610,000
Using four old spans			
Move four spans to position	each at $10,000	$ 40,000	
Temporary pile trestle		195,000	
Interest on bonds four extra months		100,000	335,000
Apparent saving			$275,000
Decrease in roadway width by 2 feet			200,000
Total apparent saving			$475,000

This amount is predicated on the federal government charging us nothing for the four spans from the old bridge. Under the Truman Hobbs Act, we expect the federal government to pay all the costs for the two 530-foot spans going into the old bridge, and the government will probably demand salvage value on the spans which are replaced. Should they charge us one half the value of new spans, the four spans would be worth ~~$280,000~~ 100,000, leaving us a net saving of ~~$195,000~~. You will notice that this amount is practically equal to the estimated savings by reducing the roadway width 2 feet. If the federal government should charge us for these old spans, it hardly looks worth-while to figure on using them, at least from purely the standpoint of the expenditure of the State.

375,000

G. S. Paxson

GSP:gm

RECEIVED
APR 23 1954
FOR FILING

7971

4453

PROPOSED PARALLEL INTERSTATE BRIDGES ACROSS THE COLUMBIA RIVER
BETWEEN OREGON AND WASHINGTON CONNECTING THE CITIES OF
VANCOUVER, WASHINGTON AND PORTLAND, OREGON

It is proposed to build a lift span in the new bridge similar and opposite to the one in the present bridge and to raise the present bridge and to remove the seventh pier, starting at the Washington shore, and to replace the two 265-foot spans between Pier 6 and Pier 8 by one 530-foot span giving 77.5 feet vertical clearance above low water at the middle of this span. Each bridge will carry three lanes of one-way traffic.

It is proposed to build this as a toll bridge, at an estimated cost of $12,000,000, and the location of the toll plaza on the Oregon shore is shown.

(Legend for display of model at Meier & Frank)

April 22, 1954

RECEIVED
APR 1954
FOR FILING

March 30, 1954

The District Engineer
Corps of Engineers
U. S. Army
628 Pittock Block
Portland 5, Oregon

Dear Sir:

This is in reply to your letter of March 22 concerning additional costs on the Portland-Vancouver Columbia River Bridge due to modifications for the benefit of navigation interests. I submit herewith our estimates of these additional costs segregated into the additional cost of Plan C over Plan A and Plan D over Plan C and over Plan A.

Plan A is the original application submitted to you under date of October 1, 1953, which is essentially the construction of a second bridge 33 feet downstream from the existing bridge and providing identical clearances with the existing bridge.

Plan C is a modification of this basic plan in which the grade line of the existing bridge and the new bridge is raised between Piers 4 and Piers 11 so that vertical clearances of 72 feet above low water are provided at Piers 6 and Piers 8 and 77.5 feet at the location of the existing Pier 7. Pier 7 is to be removed and the two 265-foot spans between Pier 6 and Pier 8 are to be replaced by a 530-foot span to provide a horizontal clearance of 511'-4" between Pier 6 and Pier 8.

Plan D is a further modification whereby the two 265-foot spans between Piers 4 and Piers 6 are replaced by a second 530-foot span so that two 530-foot spans are available for navigation in both the existing and the new bridge. Attached hereto is a print from our Drawing 7333-G dated March 16, 1954, showing the existing bridge reconstructed in accordance with Plan C. Plan C is in accordance with the revised permit drawing submitted to you with our letter of March 22, 1954.

It is necessary that both highway and river traffic be accommodated during construction of this project. In order to accomplish this, the new structure will be built in accordance with

the span arrangement and clearances permitted, and highway traffic will be rerouted over this new structure. The existing structure will then be closed to highway traffic, and the existing spans between Piers 6 and 8 will be removed. The existing Pier 7 will be removed, and the 530-foot span constructed. River traffic during this period will pass through the drawspan of the existing bridge and of the new bridge. The existing steel spans of the existing bridge, between Pier 4 and Pier 11, will be raised to the revised grade line. The piers now supporting these spans will be reinforced and extended. When the revisions to the existing structure are complete, highway traffic will be routed over both structures using the existing structure for three-lane northbound and the new structure for three-lane southbound traffic.

Our estimates of cost of the additional work necessary to put Plans C or D into effect over and above the cost of Plan A, which is the basic plan, are as follows:

Summary of Incremental Costs of Plan C and Plan D With Plan A as a Basis:

	Existing Bridge	New Bridge
Plan A - - - - - - - - - -	- - - -	- - - -
Plan C - - - - - - - - - -	$1,628,700	$ 273,790
Plan D above Plan C - - - - -	991,900	190,900
Plan D above Plan A - - - - -	$2,620,600	$ 464,690

Additional Cost of New Bridge if Plan C Is Adopted:

Plan C

Piers No. 4 and No. 10

Cofferdams	2 at $35,000		$70,000	
Excavation	1,760 c.y.	15	26,400	
Piles (Wood)	10,300 l.f.	1	10,300	
Drive Piles	210 ea.	50	10,500	
Seal Concrete	606 c.y.	30	18,180	
Structural Concrete	1,208 c.y.	60	72,480	
Metal Reinforcement	164,000 lbs.	0.11	18,040	$226,100

Each pier $113,050

Piers No. 5 and No. 9

Cofferdams	2 at $35,000		$70,000	
Excavation	1,760 c.y.	15	26,400	
Piles (Wood)	10,300 l.f.	1	10,300	
Drive Piles	210 ea.	50	10,500	
Seal Concrete	606 c.y.	30	18,180	
Structural Concrete	1,450 c.y.	50	72,900	
Metal Reinforcement	196,000 lbs.	0.11	21,560	$239,540

Plan C (cont'd)

Piers No. 6 and No. 8

Cofferdams	2 at $40,000		$80,000
Excavation	3,340 c.y.	15	50,100
Piles (Wood)	20,800 l.f.	1	20,800
Drive Piles	432 ea.	50	21,600
Seal Concrete	1,200 c.y.	30	36,000
Structural Concrete	2,152 c.y.	50	107,600
Metal Reinforcement	290,000 lbs.	0.11	31,900

530-foot Span (see cost on old bridge revision) $511,680

Total Cost $1,315,480

Costs Not Incurred Under Plan C

265-foot Span

Structural Steel	620,000 lbs. at	$ 0.20	$124,000
Metal Reinforcement	53,500 lbs.	0.11	5,885
Concrete in Deck	253 c.y.	60.00	15,180
Bearing Shoes	5,000 lbs.	0.50	2,500
Expansion Devices - Drains, etc.			5,000
Two Trusses at			$152,565 $ 305,130

Seven Piers at Low Grade Line

Costs as per Pier No. 4 and No. 10

7 piers at $113,050	791,350
Plan A Costs Eliminated by Plan C	$1,096,480

Plan C	$1,315,480	
Plan A costs eliminated	1,096,480	
Added cost of new bridge	$ 219,000	
Plus 25 percent	54,750	
	$ 273,750	

Additional Cost of New Bridge Over Plan C if Plan D Is Adopted:

Plan D (Additional cost above Plan C)

Add One 530-foot Span		$ 511,680	
One Pier as per Pier No. 6		174,030	$ 685,710
Less Two 265-foot Spans	2 at $152,565	$ 305,130	
Pier No. 5		114,810	
Pier No. 4		113,050	$ 532,990
Plan D Above Plan C			$ 152,720
Plus 25 percent			38,180
			$ 190,900

Additional Cost of Alterations of Existing Bridge if Plan C Is Adopted:

Plan C

Reinforce Piers No. 6 and No. 8

Cofferdams	2 at $40,000			$80,000	
Excavation	1,240 c.y.	15		18,600	
Remove Old Crib	7,300 s.f.	0.50		3,650	
Dowels in Old Piers	456 ea.	5		2,280	
Foundation Piles, Stl.	10,800 l.f.	4		43,200	
Drive Piles	216 ea.	50		10,800	
Seal Concrete	928 c.y.	30		27,840	
Structural Concrete	3,000 c.y.	60		180,000	
Dowels in Coping	702 ea.	5		3,510	
Anchor Bolts	4,000 lbs.	0.30		1,200	
Metal Reinforcement	810,000 lbs.	0.11		89,100	
Structural Steel	30,000 lbs.	0.25		7,500	$ 467,680

One 530-foot Truss

Structural Steel	2,286,300 lbs.	$ 0.20	$457,260	
Metal Reinforcement	98,000 lbs.	0.11	10,780	
Concrete in Deck	444 c.y.	60	26,640	
Bearing Shoes	24,000 lbs.	0.50	12,000	
Expansion Devices - Drains, etc.			5,000	$ 511,680

Remove Pier No. 7

Drill, Blast and Barge Debris	50,000

Raise Spans No. 5, No. 6, No. 8, No. 9 and No. 10

Jacking Equipment	2 sets	$15,000	$30,000	
Setting Equipment	6 sets	1,500	9,000	
Jacking Spans	30 lifts	1,000	30,000	
Miscellaneous Equipment			10,000	$ 79,000

Rebuild Deck System Span No. 4

Remove Existing Deck System			$12,500	
Structural Steel	150,000 lbs.	$ 0.20	30,000	
Structural Concrete	275 c.y.	60.00	16,500	
Metal Reinforcement	60,000 lbs.	0.11	6,600	
Rebuilding Walk			1,000	$ 66,600

Extending Piers No. 4, No. 5, No. 9 and No. 10

Structural Concrete	700 c.y.	$60.00	$42,000	
Metal Reinforcement	200,000 lbs.	0.11	22,000	
Preparation of Old Piers	4 ea.	2,500.00	10,000	$ 74,000

Plan C (cont'd)

Rebuilding Expansion Joints

Remove and Replace Joint Armor	7 en.	$2,000	$14,000	$ 14,000
Remove Spans No. 7 and No. 8				
Remove and Dismantle	2 en.	$20,000	$40,000	40,000
				$1,302,900
Plus 25 percent				325,740
				$1,628,700

Additional Cost of Alteration of Existing Bridge over Plan C if Plan D Is Adopted:

Plan D (Additional cost above Plan C)

Add One 530-foot Span				$ 511,600
Reinforce Pier No. 4				232,840
Remove Pier No. 5				50,000
Remove Spans No. 5 and No. 6	2 at $20,000		$40,000	40,000
				$ 834,520
Less Extend Piers No. 4 and No. 5			$37,000	
Rebuild Joint Armor	2 at $ 2,000		4,000	41,000
				$ 793,520
Plus 25 percent				198,380
				$ 991,900

The above are preliminary estimates of cost made prior to the preparation of a complete design and are subject to modification when the final design is prepared. These cost estimates are for construction only. The modification over the basic design (Plan A) will also cause additional cost and expense to the States of Oregon and Washington due to delay in completion of the project. Under the authority given for the construction of this project, tolls cannot be collected until such time as both the new and existing bridges are in service. The revisions to the existing bridge will require approximately eight months' additional time for the construction of the entire project. Based on a total investment of $10,000,000 in the project, the interest on this sum for the eight-month period will be approximately $200,000, which is entirely chargeable to the modification of the existing bridge.

Very truly yours,

R. H. Baldock
State Highway Engineer

Encl.
cc W. A. Dugger

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FOR FILING

CORPS OF ENGINEERS, U. S. ARMY
OFFICE OF THE DISTRICT ENGINEER
PORTLAND DISTRICT
628 Pittock Block
Portland 5, Oregon

NOTED
W. G. WILLIAMS

NPPKS-4
NPP 800.6(Col.R.-Bridges)-4

March 26, 1954

7971

4653

PUBLIC NOTICE

The Oregon State Highway Department and the Washington State Department of Highways, have submitted revised plans for the proposed highway bridge to cross Columbia River parallel to and 83 feet downstream from the existing bridge between Portland, Oregon and Vancouver, Washington.

The revision in the plans was made as a result of information received on the reconnaissance boat trip on March 12, 1954 and of the testimony given at the public hearing held March 17, 1954. These revised plans provide for construction of a lift span in line with the lift span of the existing bridge, and with identical clearances; and raising of the fixed spans south of the lift span on a 4.5% grade to the 3d pier south of the lift span; the 4th pier would be removed and a wide fixed span constructed between the 3d and 5th piers, south of the lift span, which would provide a vertical clearance of 77.5 feet above low water at the center of the span, and 511 feet horizontal clearance.

The revised plans, giving all important clearance dimensions for navigation, are on file and may be seen in this office.

This notice is issued to provide navigation interests an opportunity to comment on the present plan, as a further public hearing is not proposed. Replies to this notice should be mailed to reach this office not later than April 17, 1954.

T. H. LIPPSCOMB
Colonel, Corps of Engineers
District Engineer

RECEIVED
MAR 2 3 1954
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March 22, 1954

Mr. David C. Hutchison
City Attorney
Vancouver, Washington

Dear Sir:

Receipt is acknowledged of your letter of March 18 having reference to the taking of some property in which the City and Port of Vancouver have an interest, in order to construct the proposed new parallel bridge across the Columbia River. In this letter you advise that the City Council is willing to discuss with me, or a representative, matters pertaining thereto.

We would be most pleased to discuss these matters with the City Council, but it has heretofore been agreed that the State of Washington will handle right-of-way matters on the Washington side and the State of Oregon will handle such matters on the Oregon side. You will understand, of course, that the Highway Commission of Oregon has no authority to acquire properties in Washington, and likewise I doubt if the Washington Department has authority to acquire properties in Oregon. It is understood, however, that the cost of such right of way will be shared equally between the two states.

We thank you for your invitation to discuss this matter with you, but the Washington Highway Department will fully represent our interests.

Very truly yours,

R. H. Baldock
State Highway Engineer

cc Mr. W. A. Bugge
Mr. W. C. Williams

WCW:me fp

CITY OF VANCOUVER

OFFICE OF
CITY ATTORNEY

March 18, 1954

WASHINGTON

Oregon State Highway Department
Salem
Oregon

R. C. WILLIAMS

Gentlemen:

Some time ago there was some discussion between the Port of Vancouver and the City of Vancouver concerning a second Interstate Bridge. The proposed location of such a bridge would involve the taking of some property in which the City and the Port have an interest. On October 16, 1953, acting upon instructions from the City Council, this office notified Mr. Dale McMullen, Attorney for the Port of Vancouver, as follows:

> "It is the Council's policy to take whatever course is necessary to properly insure that the best interests of the public are served. In order to pursue this course, it is suggested that a conference by held with the Port officials, the City officials, and the interested officials of the Oregon and Washington Highway Departments or toll bridge authorities. As the proposed bridge is one of great importance to the residents of this area, and as each of the public agencies mentioned above have definitely defined duties to members of the public, the City Council feels that the above suggested joint meeting would do much to get the project under way."

A carbon copy of this letter was sent to Mr. Kenneth Engebretsen, Port of Vancouver manager.

Recently I have been instructed to inform you that the City Council is willing to discuss with you or your representatives any of the problems, in which the residents of Vancouver would have an interest, that may arise as a result of the proposed structure.

Yours truly,

DAVID C. HUTCHISON
City Attorney

DCH:vl

RECEIVED
MAR 19 1954
OREGON
STATE HIGHWAY COMMISSION

7333

ADDRESS REPLY TO THE DISTRICT ENGINEER (NOT TO INDIVIDUALS)

CORPS OF ENGINEERS, U.S. ARMY
OFFICE OF THE DISTRICT ENGINEER
PORTLAND OREGON DISTRICT
628 PITTOCK BLOCK
PORTLAND 5, OREGON

NPPVE 7331

REFER TO FILE NO. 7333

A GARDNER

March 22, 1954

NOTED
J.S.PAXSON

NOTED
State Highway Engineer

Mr. P. H. Baldock
State Highway Department
Salem, Oregon

Dear Mr. Baldock,

You will recall that at the Public Hearing of March 17th on the bridge between Vancouver and Portland, the tugboat operators were given thirty days to submit additional information. During this thirty days this office will attempt to complete as much as possible of the studies necessary in order that our recommendations may go forward as soon as the transcript is completed, and the additional information offered by the tugboat operators has been submitted. A portion of this study will involve an estimate of the incremental cost of Plan C over Plan A, and of Plan D over Plan C. It does not seem to be necessary to further evaluate Plan B since both the Highway Department and the operators appear to prefer Plan C.

It would facilitate our studies if you could provide us with your estimates of incremental costs cited above, together with supporting analyses which you may have available. We would appreciate it very much if you would furnish us this information as soon as it is available.

Sincerely yours,

F. H. LIPSCOMB
Colonel, Corps of Engineers
District Engineer

REFERRED TO
Pegram
State Highway Engineer

RECEIVED
MAR 23 1954
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
MAR 24 1954
FOR FILING

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4653

March 22, 1954

The District Engineer
U. S. Army
Corps of Engineers
623 Pittock Block
Portland 5, Oregon

Dear Sir:

In accordance with your instructions we submit herewith the tracing and ten prints of a drawing showing the latest revision in the plans for the remodeling of the existing Columbia River Bridge between Portland and Vancouver and for the construction of the second bridge paralleling the existing bridge. This drawing is marked Sheet 2 of 4 and is dated March 22, 1954.

Under this latest revision the application will be based on the submission to you by our letter dated October 1, 1953, and will consist of Sheets 1 of 4, 3 of 4, and 4 of 4 which accompanied that application, and of the revised sheet cited above as Sheet 2 of 4. This revised sheet shows the present drawspan left in its present position with its present clearances, the raising of the grade line starting at the first pier south of the south tower pier so as to provide clearances of 72 feet at the third pier south of the south tower pier and at the fifth pier south of the south tower pier with a clearance of 77.5 feet at the location of the present fourth pier south of the south tower pier. This fourth pier is to be removed to below the stream bed elevation so that a horizontal clearance under this new long span will be 511 feet.

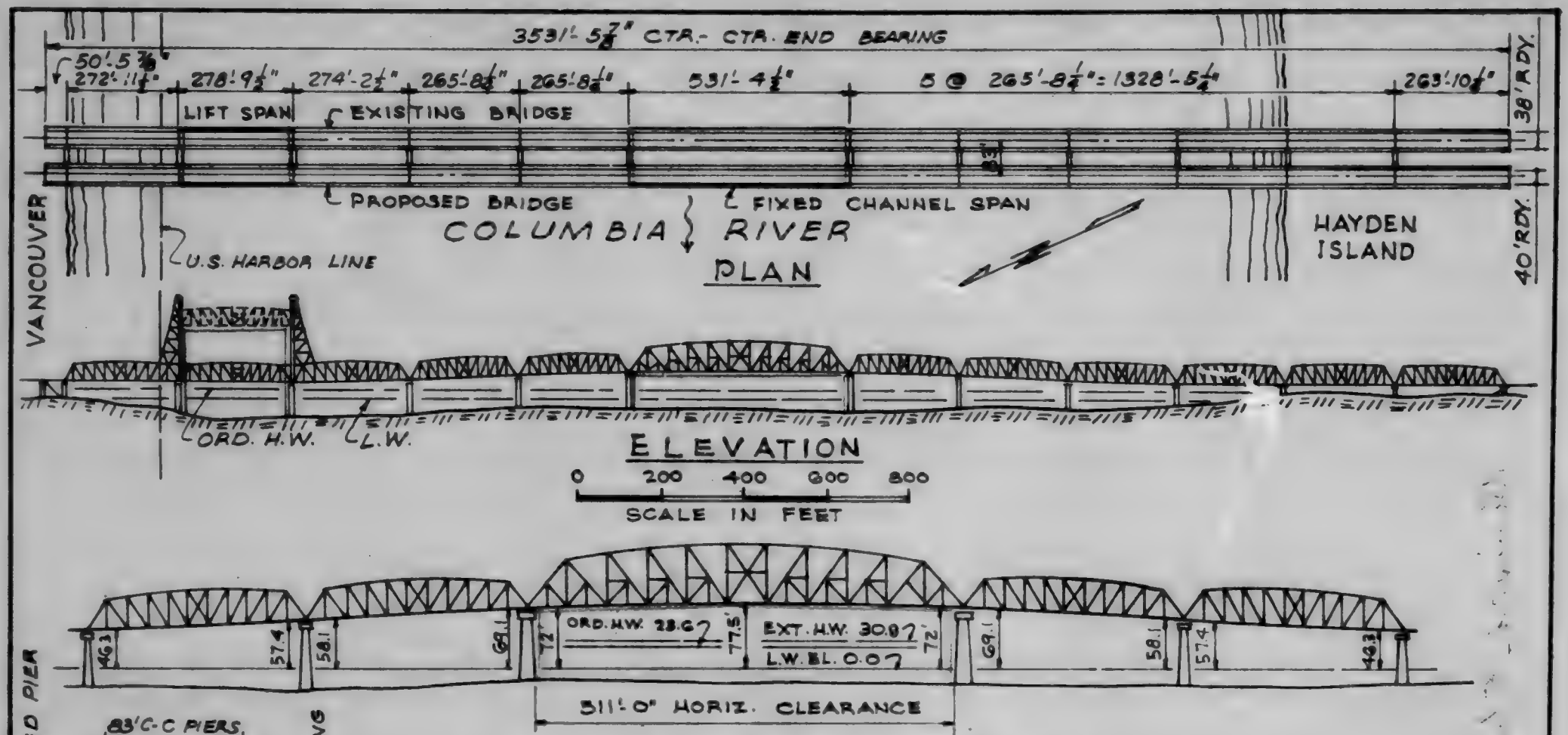
The States of Washington and Oregon consent to this revised plan subject to the condition that, under the terms of the Truman-Hobbs Act, all of the costs incurred in remodeling the existing bridge be borne by the federal government.

Very truly yours,

R. H. Baldock
State Highway Engineer

GSP:gm
Encls.

cc W. A. Bugge



SOUNDINGS AND ELEVATIONS ARE IN FEET AND REFER TO COLUMBIA RIVER DATUM, 1929 ADJUSTMENT. LOW WATER 1.4 FT. ABOVE M.S.L.
MILES ABOVE MOUTH - 104.5

PROPOSED NEW BRIDGE AND
EXISTING BRIDGE AFTER ALTERATIONS

COLUMBIA RIVER

BETWEEN

PORTLAND, ORE. & VANCOUVER, WASH.

U.S. HIGHWAY 99
SEC. 34 T.2N. R.1E. W.M.
APPLICATION BY
OREGON STATE HIGHWAY COMMISSION
WASHINGTON STATE DEPARTMENT OF HIGHWAYS
MARCH 22, 1954

RECEIVED
MAR 21 1955
FOR FILING

7971
40-2

March 18, 1955

Mr. W. A. Bugge, Director
Department of Highways
Transportation Building
Olympia, Washington

Dear Mr. Bugge:

I am attaching a copy of a letter dated March 11, 1955 which the Columbia Basin River Operators have sent to the Oregon Highway Commission. I am also attaching a draft of a reply which will be presented to the Highway Commission at its meeting on April 13.

It is my belief that we should hold fast to the principle that any revisions made to the existing bridge must be under the Truman-Hobbs Act. I think, however, that we should join with the navigators in any efforts to have this revision made at the present time, both because of the benefit we will gain from fewer openings and the bad appearance the project will present until the revisions to the old bridge are made.

I would appreciate any comment you may have on the answer which I propose to present to the Highway Commission.

Very truly yours,

R. H. Baldock
State Highway Engineer

Attachs.

GSP:gm

RECEIVED
MAR 19 1954
FOR FILING

7971
4653

Washington Department of Highways
Olympia, Washington

Oregon State Highway Department
Salem, Oregon

March 17, 1954

The District Engineer
Corps of Engineers
U. S. Army
628 Pittock Block
Portland 5, Oregon

Dear Sir:

Re: Vancouver-Portland Columbia River Bridge

Reference is made to the revised application for a permit to construct the additional bridge across the Columbia River between Vancouver and Portland, which application was made in our letter to you dated February 2, 1954.

At a conference held in your office Wednesday, March 10, and an inspection of the site made on Friday, March 12, both meetings being attended by representatives of navigation interests, a proposal was advanced further revising the scheme of construction of the new bridge and the revisions to the existing bridge. This proposal is essentially as follows:

1. The drawspan of the existing structure will remain in its present location, at its present grade line, and with the present vertical and horizontal clearances. The drawspan of the new structure is to be built opposite the drawspan of the existing bridge to provide the same horizontal and vertical clearances as the existing bridge.

2. The States of Washington and Oregon will arrange to remove 120 feet of the upstream end of the existing warehouse of the Port of Vancouver to provide additional room below the new drawbridge as shown in the original application for a permit submitted to you under date of October 1, 1953.

3. The existing bridge between pier 4, which is one pier south of the south tower pier, and pier 6, which is the third pier south of the south tower pier, will be raised to ascend on a 4.436 percent grade, and the two spans between pier 6 and pier 8 will be removed and replaced with a 530-foot span. Pier 7 in the middle of this new span will be removed. This new span will be built on a vertical curve connecting with a descending grade beginning at pier 8 and extending southerly. This new span will

be built on a vertical curve connecting with a descending grade beginning at pier 8 and extending southerly. This new span will provide vertical clearances of 72.0 feet at each end pier and 77.5 feet at the center line of the span, these clearances being measured above mean low water. The span will provide a horizontal clearance of 511 feet. The center of the channel under this new 530-foot span will be 1210.6 feet southerly from the center line of the channel under the existing drawspan.

4. The new bridge will parallel the existing bridge and will provide the same vertical and horizontal clearances.

While this proposal met with objection from some operators, it seemed in general to have their approval. In order to get this project underway, the States of Oregon and Washington will agree to this proposal and will bear the additional costs of the new structure because of these changes.

This agreement is contingent upon the federal government assuming all costs incurred in the revision of the existing bridge in accordance with the Truman-Hobbs Act.

Very truly yours,

WASHINGTON DEPARTMENT OF HIGHWAYS

By W. A. Bugge.
W. A. Bugge, Director

OREGON STATE HIGHWAY DEPARTMENT

By R. H. Baldock
R. H. Baldock, State Highway Engineer

℄ Existing Channel

107

108

(50)

DIKE 1.0

Col.

DIKE 1.6

Dolphin

Dolphin B

(50)

TOMAHAWK

LOTUS

TOMAHAWK ISLAND

Col. C. Club

Tom

First Dol

Age

(50)

North Block

Flag

ABANDONED R.R. TRESTLE

ABANDONED COUNTY TRESTLE

YACHT MOORAGE

(50)

Yacht Club
(Cupola Flagstaff)

(50)

Third

Jake

Rich

Bridge

Hub I

Light

Slim

Fire

Dike

Span

Falo

BRIDGETON

(50)

DIKE (USE 1922)

Water Tank
(Black)

Lotus Tower

O R E G O N

O R E G O N

COLUMBIA RIVER
AT
VANCOUVER, WASHINGTON
PROPOSED LIFT SPAN
AND CHANNEL CHANGES
AT INTERSTATE HIGHWAY BRIDGE

PORTLAND DISTRICT, CORPS OF ENGINEERS
JANUARY, 1954

SCALE 1:5,000

500 0 500 1000 1500 2000 FT.

℄ Prop. Channel

Turning Basin

℄ Existing Channel

Ebb
Flood

LOG RAFTS

Portland Terminal Railway

S.P.&S.

Cattle Crossing Sign

S.P.&S. RAILWAY BRIDGE

Pier 3 (U.S.)

(50)

V-03

STAT.

RAILWAY

℄ Proposed New Bridge

Interstate Bridge

North Block

Flag

ABANDONED R.R. TRESTLE

ABANDONED COUNTY TRESTLE

BRIDGE

WILLOW

ROCK

Willow Dol

Pump Dol

Center Pump Ho

HAM

EXCHANGE

EXPOSITION Power Ho

INTERSTATE

DIKE (U.S.E 1922)

Span

Hub I Light

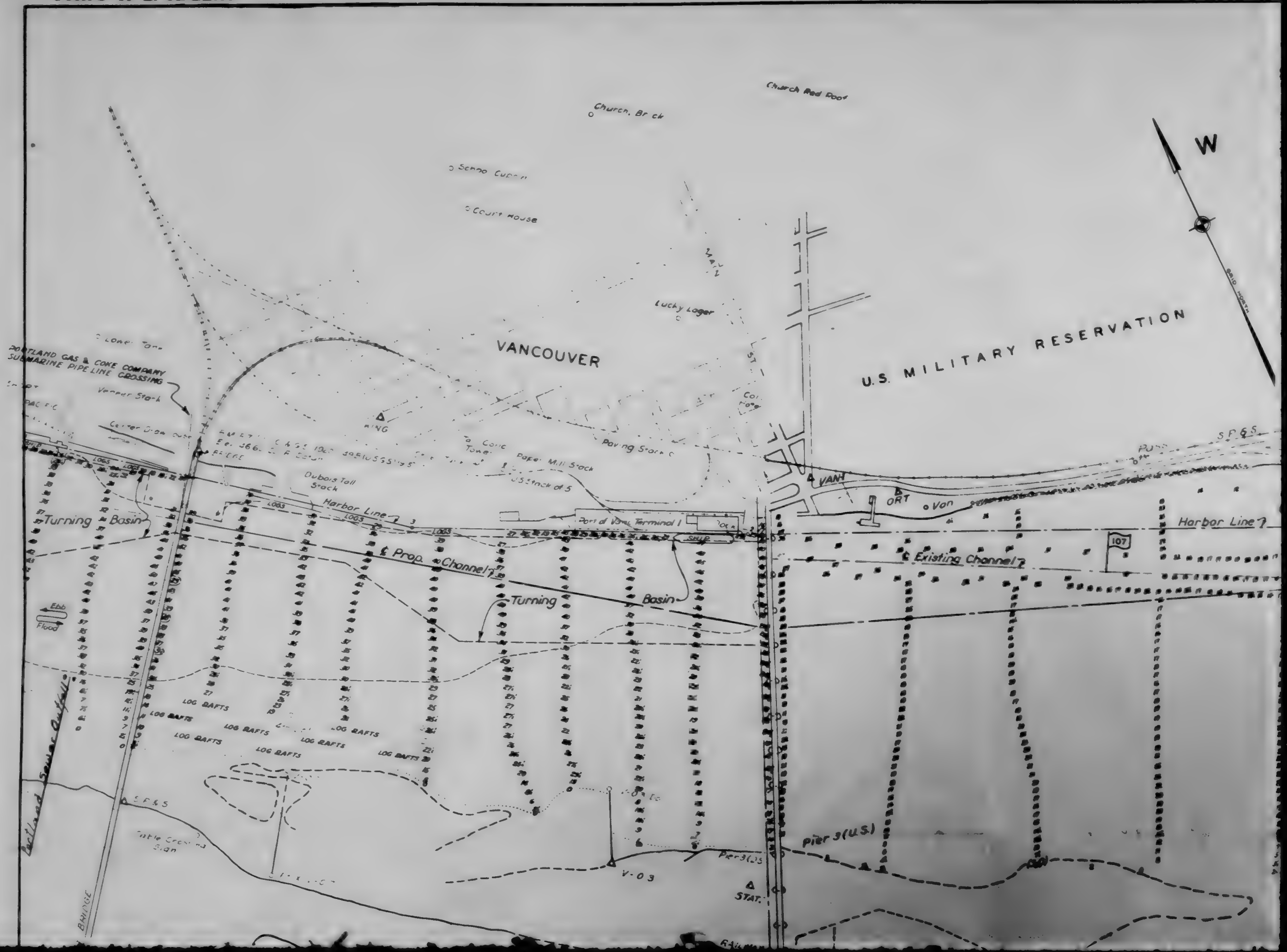
Swift Tank

Swift Stack

Lotus Tower

O R E G O N

CORPS OF ENGINEERS



U. S. ARMY

W A S H

U.S. MILITARY RESERVATION

Y 720,000
X 1,490,000

GRID NORTH

S P & S.

Push

Pump Dol.

Outfitting Dock

Dock

Pt on Jetty

Jetty Dol.

SLIP

ORT

Van

Harbor Line

107

108

Existing Channel

3(U.S.)

(30)

Dol.

DIKE

Dolphin

DIKE 1&6

RECEIVED
MAR 5 1954
FOR FILING

7971
4653

March 4, 1954

The District Engineer
Corps of Engineers
U. S. Army
628 Pittock Block
Portland 5, Oregon

Dear Sir:

I am in receipt of a notice that on March 17 a second hearing is to be held on our application for a permit to build a bridge parallel to the existing bridge across the Columbia River between Vancouver, Washington, and Portland, Oregon. The hearing on March 17 is on a revised application under which the drawspan of the new structure is to be placed two span lengths south of the drawspan in the existing bridge and the existing drawspan is to be moved to a corresponding position. The grade line of the new bridge is to be raised so that a clearance 63.52 feet is provided above low water under the drawspan in its closed position. The spans of the existing bridge are to be raised to provide clearances equal to the new bridge.

This revised application was submitted after advice from you, in your letter of December 24, 1953 and in conference with you, that the original application of October 1, 1953, proposing a bridge matching in every way the clearances of the existing bridge, would in all probability be disapproved. The position of the States of Oregon and Washington is as set forth in the testimony which I presented at the hearing on November 19, 1953 and in my letter to you dated November 24, 1953. We have made this revised application solely in an effort to get this badly needed facility underway.

At our last conference you suggested that, in building the new bridge, the north pier of the drawspan be offset 20 feet to the north from the line of the corresponding pier of the existing bridge to provide 20 feet of additional horizontal clearance under the drawspan of the new bridge. We must object to this proposal. A web wall would be required between the old and new piers to prevent drift catching between the shafts. Since the piers are approximately 8 feet in diameter at the water line, this would result in a channel obstruction 28 feet in width to increase erosion around the piers and to present a much wider area to the impact of drift and ice. Such

an arrangement would decrease the horizontal clearance under the adjacent span by an equal amount, and, since one purpose of the increase in vertical clearance is to allow use of several spans for the passage of smaller craft, it is our opinion that navigation would be hindered rather than helped by this proposal. The representation of both Oregon and Washington object strongly to this proposal.

We would appreciate your transmission of our application to the Chief of Engineers as soon as possible, in view of the need for the new bridge and the length of time required for the design and construction. We wish to again repeat the statement in our letter of February 2, 1954 that the submission of the revised application is contingent upon the federal government assuming all costs incurred in the revision of the existing bridge.

Very truly yours,

R. H. Baldock
State Highway Engineer

cc W. A. Bugge
G. S. Paxson

GSP:gm

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FOR FILING
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KS-4
[illegible] 300.6(Col.R.-Bridges)-4
4153

CORPS OF ENGINEERS, U. S. ARMY
OFFICE OF THE DISTRICT ENGINEER
PORTLAND DISTRICT
628 Pittock Block
Portland 5, Oregon

February 25, 1954

NOTED
W. C. WILLIAMS

PUBLIC NOTICE

The Oregon State Highway Department, Salem, Oregon, and the Washington Department of Highways, Olympia, Washington, have submitted a revised application and plans for a bridge to be constructed across Columbia River at Vancouver, Washington, under authority of the Act of 2 August 1946, 60 Stat. 847, as amended; Title 33 USCA, Sections 525-533 inclusive. The revised application will be considered at a PUBLIC HEARING to be held by the undersigned at:

10:00 A.M. March 17, 1954

Conference Room No. 36
State Office Building
1400 Southwest Fifth Avenue
Portland, Oregon

The revised plans submitted show that the proposed bridge will be constructed parallel to and 83 feet (centerline to centerline) downstream from the existing highway bridge on Route U.S. 99 between Portland, Oregon and Vancouver, Washington, but that the vertical and horizontal clearances do not conform with the existing bridge, and also the lift span has been moved to the second span south (riverward) from that formerly proposed. Such a proposed change in the location of the new bridge lift span will require reconstruction of the existing bridge to conform therewith. Revised channel alignment resulting from the proposed change is shown on the inclosed chart.

This office is in receipt of a formal protest dated November 17, 1953, from the Columbia River Basin Operators seriously objecting to the existing bridge on the general grounds that it is outmoded and incapable of meeting present-day needs of navigation. Testimony concerning this objection and the adequacy of the existing bridge will also be admitted at the hearing to determine whether or not Governmental action is required under the Act of June 21, 1940, as amended July 26, 1947, and further amended July 16, 1952; 54 Stat. 497, 8; 61 Stat. 502; Title 33 USCA Sections 511-523 inclusive. Truman Kobbs

Clearances as now existing and as proposed for navigation through

February 25, 1954

the lift span are listed as follows:

	Existing Bridge	Proposed Bridge
	Above Low Water	
Vertical Clearance		
Closed	39.86 ft.	63.52 ft.
Open	178.86 ft.	178.86 ft.
	Above Ext. High Water (+30.8)	
Closed	9.06 ft.	32.72 ft.
Open	148.06 ft.	148.06 ft.
Horizontal Clearance	263.00 ft.	233.00 ft.

The purpose of the hearing is two-fold: First, to determine the suitability of the location and adequacy of the plans from the point of view of navigation for the new bridge and, second, to hear testimony and receive data as to the adequacy of the existing bridge insofar as navigation is concerned. All interested parties are invited to be present or represented at the above time and place, particularly navigation interests, the officials of any county, city, town or local association whose interests in navigation may be affected by the proposed work. They will be given an opportunity to express their views concerning either or both matters involved at the hearing.

Oral statements will be heard, but for accuracy of the record, all important facts and arguments should be submitted in writing, in quadruplicate, as the records of the hearing will be forwarded for consideration by the Department of the Army. Written statements may be handed to the undersigned either at the hearing or mailed to him beforehand.

T. H. LIPSCOMB
Colonel, Corps of Engineers
District Engineer
628 Pittock Block
Portland 5, Oregon

Existing Channel

Harbor Line

107

Pump

Dock

108

Jetty

Jetty Dol.

Dolphin

DIKE 1/6

Dolphin

B

(50)

DIKE 1.0

Lol.

TOMAHAWK

LOTUS

TOMAHAWK ISLAND

North Block

Flag

ABANDONED R R TRESTLE

ABANDONED COUNTY TRESTLE

O R E G O N

Rich

Bridge

Hub I Light

Span

Falo

Slim

Third

Dike

Lake

Tom

First Dol

Age

YACHT MOORAGE

Yacht Club
(Cupola Flagstaff)

Col C
Club

BRIDGETON

DIKE (USE 1922)

Water Tank
(Black)

Lotus Tower

O R E G O N

COLUMBIA RIVER
AT
VANCOUVER, WASHINGTON
PROPOSED LIFT SPAN
AND CHANNEL CHANGES
AT INTERSTATE HIGHWAY BRIDGE

PORTLAND DISTRICT, CORPS OF ENGINEERS
JANUARY, 1954

SCALE 1:5,000

500 0 500 1000 1500 2000 FT.

W A S H

U.S. MILITARY RESERVATION

Y 720,000
X 1,490,000

GRID NORTH

SP&S

Pump Dol.

Outfitting Dock

Harbor Line

Pt on Jetty

Jetty Bol.

SLIP

107

108

℄ Existing Channel ℄

Col.

DIKE I.O

DIKE I.C

Dolphin

Dolphin

(50)

(50)

CORPS OF ENGINEERS

Church Red Roof

Church, Brick

Schno Cupola

Court House

Lucky Lager

VANCOUVER

U.S. MILITARY RESERVATION

W

MAIN ST

Lower Tank

PORTLAND GAS & COKE COMPANY SUBMARINE PIPE LINE CROSSING

Vapour Stack

Center Draw Open

BRIDGE

BM 67 (U.S.C. & G.S. 1926) Elev. 36.6 (U.S.C.G.S. 1915) 39.8

Tel. Conc. Tower

Paper Mill Stack

U.S. Stack of 5

Dubois Tall Stack

Paving Stack

VANH

ORT

Van

SP&S

Harbor Line

Turning Basin

Port of Van. Terminal 1

SHIP

℄ Prop. Channel

Turning Basin

℄ Existing Channel

107

Ebb

Flood

LOG RAFTS

Portland Sewer Outfall

Pier 3 (U.S.)

V-03

STAT.

BRIDGE

RAILWAY

Ebb
Flood

Turning Basin

Portland Sewer Outfall

LOG RAFTS

S.P.&S. RAILWAY BRIDGE

S.P.&S.

Little Crossing Sign

V-02

V-03

Pier 4(U.S.)

Pier 3(U.S.)

STAT.

RAILWAY

Proposed New Bridge

Interstate Bridge

(50)

North Block

Flag

ABANDONED R.R. TRESTLE

ABANDONED COUNTY TRESTLE

TOM

O R E G O N

Rich

Hub I Light

Span

Falo

BRIDGE

HUG

WILLOW

JAN

ROCK

INTERSTATE

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Pump Dol

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HAM

EXCHANGE

EXPOSITION

Lotus Tower

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FOR FILING

7971

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
February 17, 1954

SUBJECT: Columbia River Interstate Bridge

To:

Mr. R. H. Baldock
State Highway Engineer

RECEIVED

Dear Sir:

Col. Lipscomb's proposal that the drawspan in the new structure be made 20 feet longer than the adjacent span in the existing bridge should not be accepted.

The additional cost would not be prohibitive but might run to $100,000. The objection is primarily for structural reasons. I understand that the additional 20 feet is proposed at the north end of the drawspan. This would mean offsetting the new pier by that distance. The piers are about 8 feet in diameter at water line so that a 12-foot opening would be left between the two piers perpendicular to the stream flow. This would catch drift, and, although the piers could be designed to withstand the pressure, scour around the foundations would result. We would also have continuing expense in removing drift after each high-water period. We could not accept such a condition.

If the piers are offset, it will be necessary to connect them by a web wall. This will result in a total pier width of about 28 feet. Such an obstruction is not good engineering. The shape of the pier will be such that bad scour is inevitable.

One of the objectives in raising the grade line was to permit navigation to use the adjacent spans as well as the drawspan for ordinary operation. Any additional width in the drawspan is taken from the adjacent span. Since the effective drawspan width is really controlled by the old bridge, it would seem that navigation is hindered rather than helped. This proposal is unreasonable and ill-advised.

Very truly yours,

G. S. Paxson
Assistant State Highway Engineer

GSP:aa

RECEIVED
FEB 1954

ARTHUR B. LANGLIE, Governor
Chairman of Authority
CLIFF YELLE, State Auditor
E. W. ANDERSON
Chairman, Public Service Commission
FRED G. REDMON
Chairman, State Highway Commission
H. D. VAN EATON
Director of Public Institutions

STATE OF WASHINGTON

W. A. BUGGE, Director of Highways
Ex Officio Member
J. W. HOOVER
Secretary of Authority

WASHINGTON TOLL BRIDGE AUTHORITY

TRANSPORTATION BUILDING
OLYMPIA, WASHINGTON

February 2, 1954

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

W. C. WILLIAMS

Attention: Mr. W. C. Williams

Dear Sir:

In Mr. Bugge's absence we are returning herewith the original copy of the letter, dated February 1, 1954, addressed to the District Engineer, Corps of Engineers, U. S. Army, amending application for permit covering the Interstate Bridge Vancouver - Portland, which Mr. Bugge has signed.

We are also returning the 4 tracings and 4 prints of each sheet which are to accompany the amended application.

Very truly yours,

WASHINGTON TOLL BRIDGE AUTHORITY

By: J. W. HOOVER
Secretary

JWH:hm
Encl.

RECEIVED
FEB 3 1954
OFFICE OF
STATE HIGHWAY ENGINEER

February 2, 1954

The District Engineer
Corps of Engineers
U. S. Army
628 Pittock Block
Portland 5, Oregon

Dear Sir:

Under date of October 1, 1953, application was made in the name of the Oregon State Highway Department for a permit to construct a bridge across the Columbia River at a point 83 feet downstream from the existing bridge between Vancouver, Washington, and Portland, Oregon. Hearing was held upon this application November 19, 1953. At this hearing opposition from tugboat operators developed. The opposition was principally directed toward the continuing of the navigation channel in its present location near the Washington shore which is determined by the drawspan of the existing bridge. It was also brought out that more vertical clearance with the draw in the closed position would facilitate navigation.

Our application of October 1, 1953 shows the drawspan in the proposed new structure opposite to and with identical clearances of the drawspan in the existing bridge. Any change in location or elevation of the new structure will necessitate a revision of the existing bridge to correspond.

Pursuant to conference with you, we submit herewith an amended application for a permit covering this project. Under this amended application the drawspan of the new structure is placed opposite the second fixed span to the south of the drawspan of the existing bridge, and the vertical clearance with the drawspan closed is increased to 63.92 feet above mean low water. The States of Oregon and Washington will bear the entire cost of the new structure as shown on the drawings accompanying this amended application.

The corresponding revisions to the existing bridge necessitated by the change in drawspan location and elevation are entirely for the benefit of navigation. The benefit to highway traffic is more than offset by the increase in the gradient. The existing bridge was built in accordance with a permit issued, by the Chief of Engineers and the Secretary of War and dated June 16, 1915, to the Interstate

February 2, 1934

Bridge Commission, now succeeded as owner by the States of Oregon and Washington. All costs of alteration of the existing bridge should be borne by the United States under the provisions of the Truman-Hobbs Bridge Act as amended (USCA, Title 33, Sections 511 to 523 inclusive). This amended application for a permit is submitted contingent upon the Federal Government bearing all costs incurred in altering the existing bridge.

Attached hereto are tracings and four prints each of four sheets showing the location, plan, elevation and clearances of the proposed new bridge and of the existing bridge as it is now and as it will be after alteration.

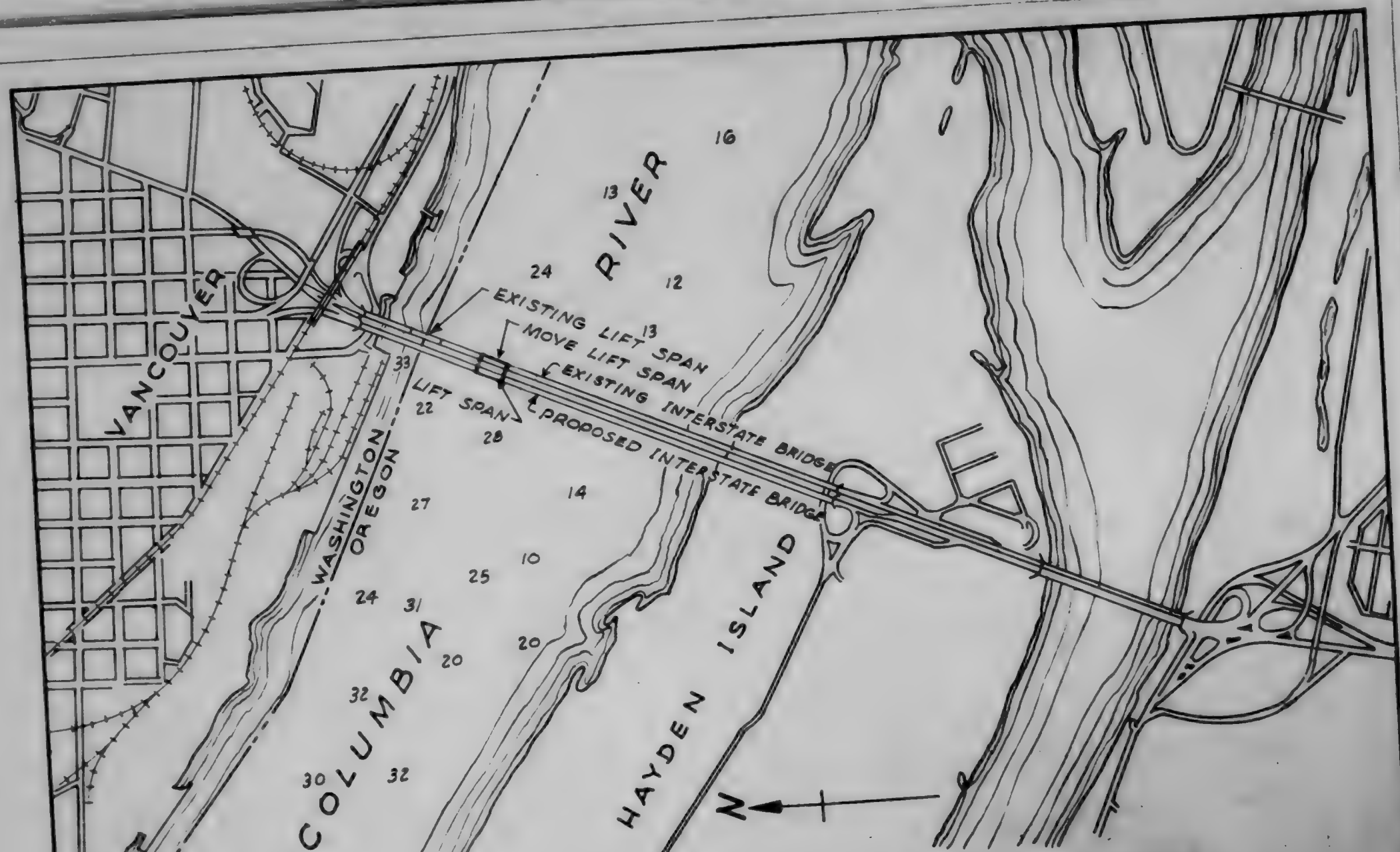
Very truly yours,

R. H. Baldock
State Highway Engineer
Oregon State Highway Department

W. A. Bugge, Director
Washington Department of Highways

Encls.

GSP:gm
cc G. S. Paxson
W. A. Bugge



SOUNDINGS AND ELEVS. ARE IN FT. AND REFER TO COLUMBIA RIVER DATUM, 1929 ADJUSTMENT. LOW WATER 1.4 FT. ABOVE M.S.L.
MILES ABOVE MOUTH - 104.5

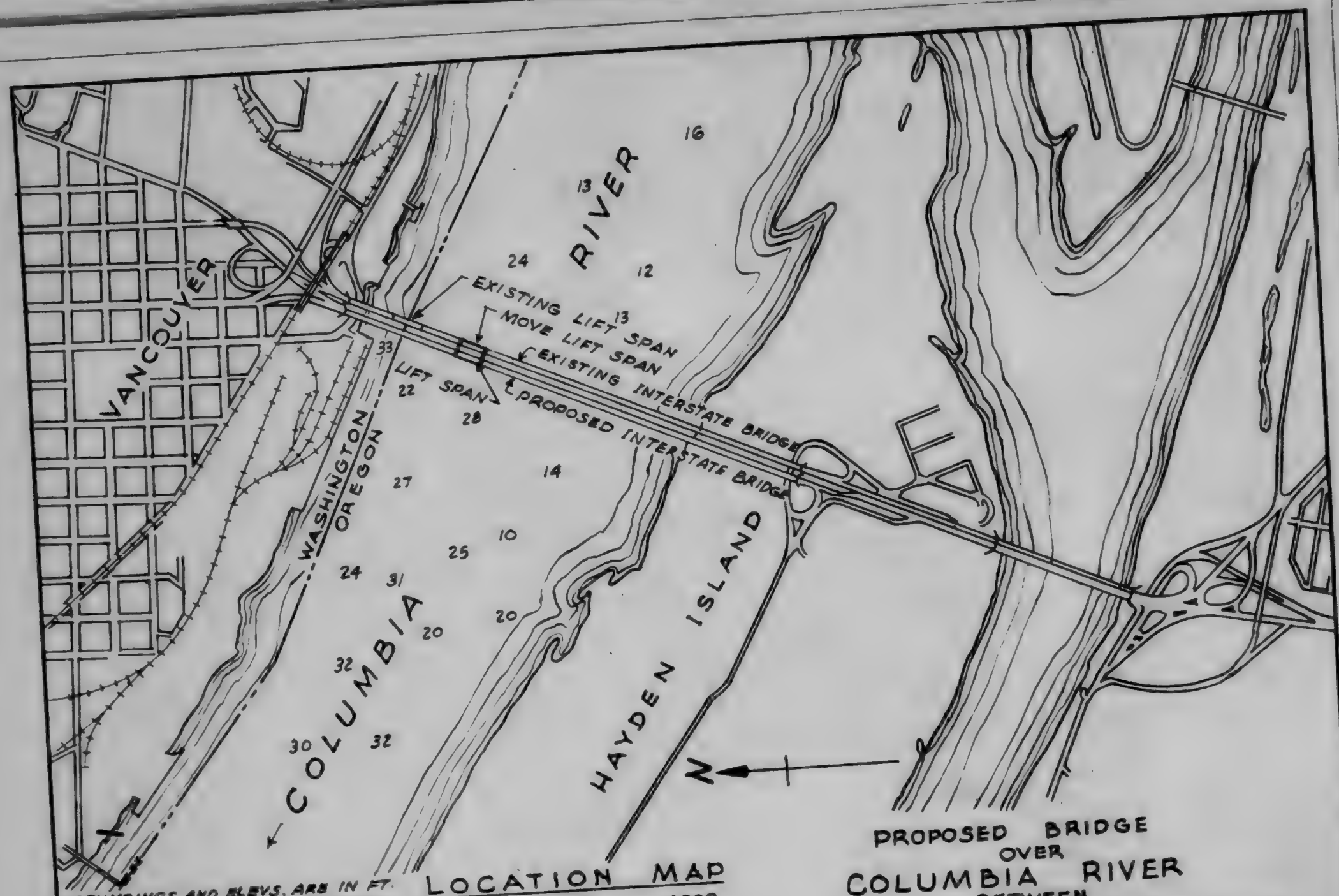
LOCATION MAP

0 500 1000 2000

SCALE IN FEET

PROPOSED BRIDGE
OVER
COLUMBIA RIVER
BETWEEN
PORTLAND, ORE. & VANCOUVER, WASH.
U.S. HIGHWAY 99
SEC. 34 T2N. R1E. W.M.
APPLICATION BY
OREGON STATE HIGHWAY COMMISSION
WASHINGTON STATE DEPARTMENT OF HIGHWAYS
JAN. 29, 1954

SHEET 1 OF 4



SOUNDINGS AND ELEVS. ARE IN FT. AND REFER TO COLUMBIA RIVER DATUM, 1929 ADJUSTMENT. LOW WATER 1.4 FT. ABOVE M.S.L. MILES ABOVE MOUTH - 104.5

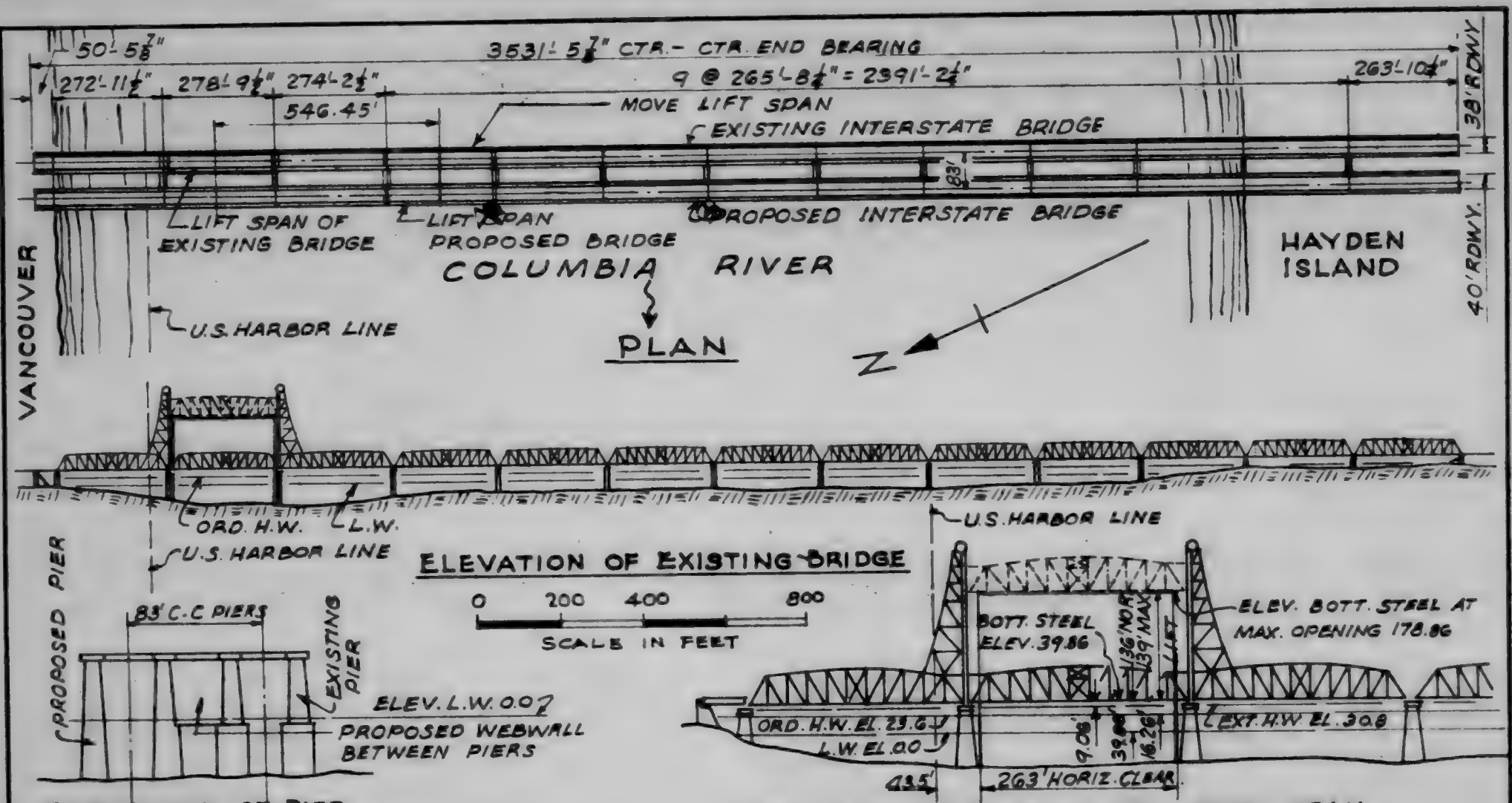
LOCATION MAP

0 500 1000 2000

SCALE IN FEET

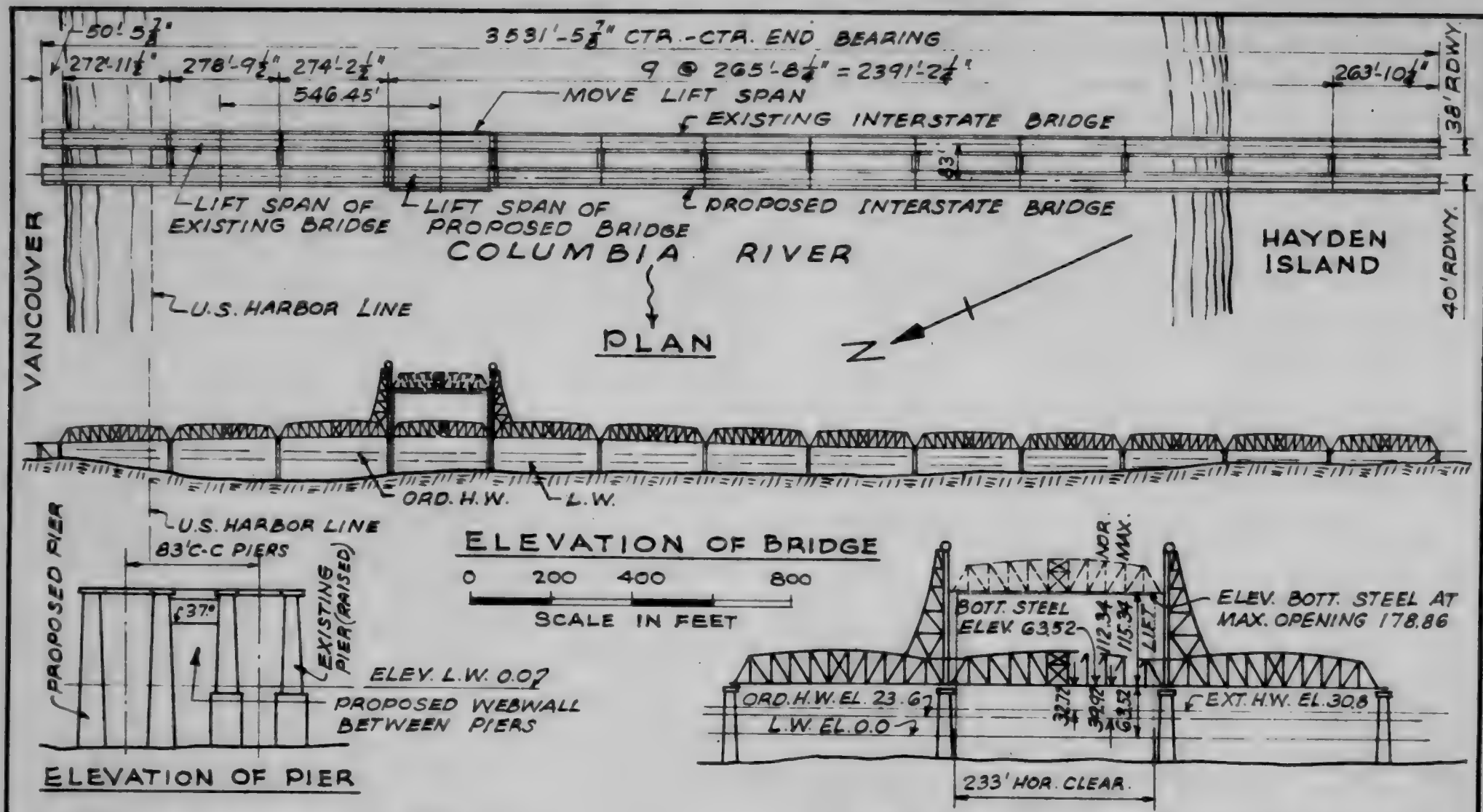
PROPOSED BRIDGE
OVER
COLUMBIA RIVER
BETWEEN
PORTLAND, ORE. & VANCOUVER, WASH.
U.S. HIGHWAY 99
SEC. 34 T2N. R1E. W.M.
APPLICATION BY
OREGON STATE HIGHWAY COMMISSION
WASHINGTON STATE DEPARTMENT OF HIGHWAYS
JAN. 29, 1954

SHEET 1 OF 4



SOUNDINGS AND ELEVS. ARE IN FEET AND REFER TO COLUMBIA RIVER DATUM, 1929 ADJUSTMENT. LOW WATER 1.4 FT. ABOVE M.S.L.
MILES ABOVE MOUTH - 104.5

PLAN & ELEVATION OF EXISTING BRIDGE
TO ACCOMPANY APPLICATION FOR
PROPOSED BRIDGE
OVER
COLUMBIA RIVER
PORTLAND, ORE. & VANCOUVER, WASH.
U.S. HIGHWAY 99
SEC. 34 T2N. R1E. W.M.
APPLICATION BY
OREGON STATE HIGHWAY COMMISSION
WASHINGTON STATE DEPARTMENT OF HIGHWAYS
JAN. 29, 1954



SOUNDINGS AND ELEVS. ARE IN FEET AND REFER TO COLUMBIA RIVER DATUM 1929 ADJUSTMENT. LOW WATER 1.4 FT. ABOVE M.S.L.
MILES ABOVE MOUTH – 104.5

PROPOSED NEW BRIDGE AND EXISTING BRIDGE AFTER ALTERATIONS

COLUMBIA RIVER

BETWEEN

PORTLAND, ORE. & VANCOUVER, WASH.

U.S. HIGHWAY 99

SEC. 34 T 2N. R1E. W.M.

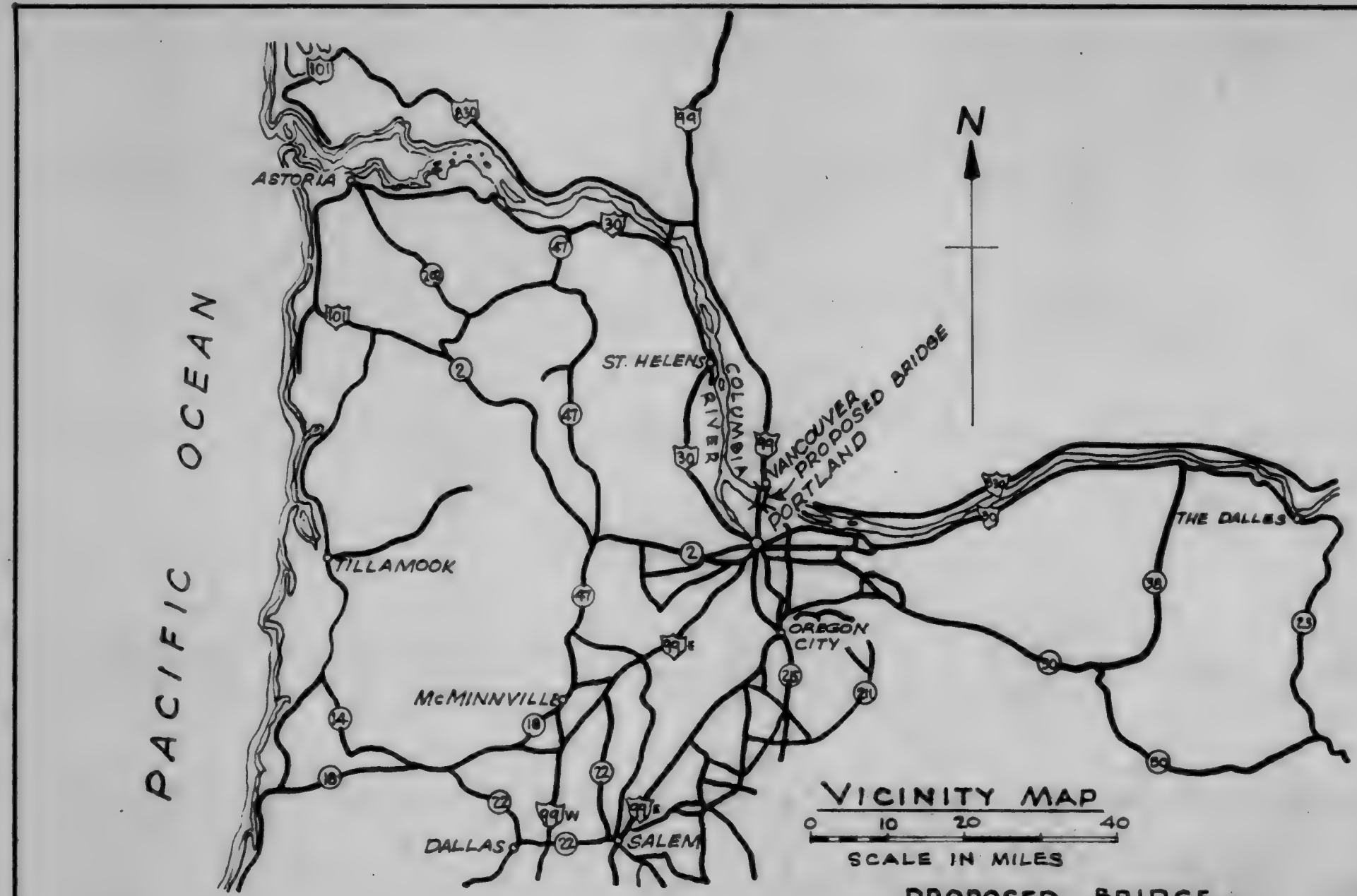
APPLICATION BY

OREGON STATE HIGHWAY COMMISSION

WASHINGTON STATE DEPARTMENT OF HIGHWAYS

JAN. 29, 1954

SHEET 3 OF 4



PROPOSED BRIDGE
OVER
COLUMBIA RIVER
BETWEEN
PORTLAND, ORE. & VANCOUVER, WASH.
U.S. HIGHWAY 99
SEC. 34 T2N. R1E. W.M.
APPLICATION BY
OREGON STATE HIGHWAY COMMISSION
WASHINGTON STATE DEPARTMENT OF HIGHWAYS
JAN. 29, 1954

February 1, 1954

Mr. W. A. Bugge, Director
Department of Highways
Olympia, Washington

Dear Mr. Bugge:

Herewith the letter which we propose to submit to The District Engineer amending the application for the Columbia River interstate bridge. The original application was made in the name of the State of Oregon. The Army Engineers feel that, since the bridge is to be jointly owned, it should be a joint application.

If you approve of this amended application, please sign the original of the attached letter and return it to us so that Mr. Baldock may sign it upon his return.

We are attaching two copies of the letter to The District Engineer together with one print each of the tracings so that you may have them for your file.

Very truly yours,

W. C. Williams
Deputy State Highway Engineer

Encls.
GSP:gn
cc G. S. Paxson

RECEIVED
FOR FILING

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
January 28, 1954

SUBJECT:

RECEIVED
State Highway Engineer

To: Mr. R. H. Baldock
State Highway Engineer

An understanding has been reached with Col. Lipscomb of the U. S. Engineers concerning the position of the drawspan and clearances to be provided at the Columbia River interstate bridge between Portland and Vancouver.

It was agreed that the drawspan would be moved to the second span south of its present position and that we would get what vertical clearance could be provided by using a 3.6 percent grade from the abutment at the Vancouver end of the structure. By using this grade line we will have a clearance of approximately 62.5 feet above mean low water.

There are approximately 100 tugs of one kind or another which will normally pass under this structure. Of these ships two have a height above water line of 55-60 feet. There are five other ships having heights of 50-55 feet; four having heights of 45-50 feet; and two in the range of 42-45 feet.

The water elevations in the Columbia River, based on the 28-year record between 1907 and 1934, show that for 14 percent of the time water is below elevation +5; for 66 percent of the time water is below elevation +10; for 85 percent of the time water is below elevation +15; and for 91 percent of the time water is below elevation +18. These are mean daily water stages and are, of course, exceeded during maximum flood periods.

Based on these mean daily river stages, there are only 13 boats which would require an opening of the drawspan, and of these 13 all but two of them would pass under the bridge without opening the draw for at least 66 percent of the time.

Our original proposal calls for a clearance under the closed span of 72 feet. The lowering of this clearance by 9½ feet will cause us to open the structure more often, but the additional number of openings does not seem to be great enough materially to affect traffic.

RECEIVED
JAN 29 1954
STATE HIGHWAY ENGINEER

G. S. Paxson
Assistant State Highway Engineer

GSP:gm
cc W. A. Bugge

RECEIVED
FEB 1 - 1954
FOR FILING

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4653

January 28, 1954

Mr. W. A. Bugge, Director
Department of Highways
Olympia, Washington

Dear Mr. Bugge:

Herewith a report on the effect of lowering the clearances under the fixed span on the Columbia River Interstate Bridge. In discussing this matter by telephone with Col. Lipscomb, I told him that we do not feel that we should use a steeper grade than 3.6 and that, since the grade line is absolutely fixed by the undercrossing of the S.P.& S. Railway in Vancouver, we cannot provide 72 feet of clearance in the second span south of the present drawspan. He accepted my judgment as to the maximum grade that should be used, but said that he preferred to provide less clearance and use the second span south rather than to go to the third span to the south. This 3.6 percent grade will give a clearance over low water of approximately 62.5 feet.

I am attaching hereto a print showing the grade line and span arrangement which can be used, and we are preparing the revised permit drawing in accordance therewith. When these revised permit drawings and the application are ready, I will sign them on behalf of the Oregon Department and will forward them to you for signature on behalf of Washington.

Very truly yours,

R. H. Baldock
State Highway Engineer

Encl.
GSP:gn
cc G. S. Paxson

RECEIVED
JAN 5 - 1954
FOR FILING
7911

January 4, 1954

Mr. Chas. H. Reynolds
State Highway Commissioner
P. O. Box 898
La Grande, Oregon

Dear Mr. Reynolds:

Regarding the interest rate of three per cent on the bridge bonds, the interest on these bonds will probably be higher than the general obligation bonds. We just used the rate of three per cent as an estimate.

Very truly yours,

R. H. Baldock
State Highway Engineer

RHB:hi

MEMO FROM

REYNOLDS INSURANCE AGENCY
Chas. H. Reynolds - Everett J. Reynolds - Chas. A. Reynolds
LA GRANDE, OREGON

Representing
INSURANCE CO GENERAL OF AMERICA
FIRE • MARINE
AUTO • CASUALTY

TO R. H. Baldock DATE 1-2-54

Dear Sam:- I have read your letter of December 29th, concerning the Vancouver bridge and it is very interesting. I can see the difficulties in changing the location of the draw on the present structure. Raising the heighth appears to be an advantage to the motorist with respect to saving in time by not having to stop and wait for the passing of the river traffic. You mention an interest rate of 3%. Why should we have to pay that much ?

BY Chas,

ADV - 198

this location should not be further tied down by the construction of the second bridge. I do not agree with them, and I am attaching hereto copies of the presentation which I made at this hearing and of a letter dated November 24 summing up oral testimony which I gave at the hearing.

Since that time we have had two conferences with the District Engineer and with officials of the State of Washington. The District Engineer has indicated that, while he would be required to submit our application to the Chief of Engineers, he had every expectation that the application, as made, would be denied. We are now in receipt of a letter from Col. Lipscomb, the District Engineer, dated December 24, copy of which is attached, in which he states that the plan upon which we applied is quite apt to be disapproved.

At our conferences and in this letter he indicates that, if we will modify our application to show the drawspan in the new bridge further to the south than in the present bridge and will arrange our grade line so that approximately 70 feet of clearance above low water will be provided without opening the draw, this revised application would receive his favorable recommendation. The moving of the drawspan and the raising of the grade line will necessitate a major reconstruction of the existing bridge. This, reconstruction, although expensive, is practical. We estimate that the cost of reconstructing the existing bridge will be $1,400,000.

RECEIVED
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791
463

December 29, 1953

Oregon State Highway Commission

Gentlemen:

At its last session the legislature authorized, as a toll project, the construction of a parallel bridge across the Columbia River between Vancouver and Portland. In carrying out this direction and your previous instructions application for a permit was made to the U. S. Engineers. A hearing on this application was held on November 19, 1953, at which time several of the tugboat operators raised objection primarily based upon the position of the drawspan in the old bridge. The principal point was that the location of the present drawspan was wrong and that this location should not be further tied down by the construction of the second bridge. I do not agree with them, and I am attaching hereto copies of the presentation which I made at this hearing and of a letter dated November 24 summing up oral testimony which I gave at the hearing.

Since that time we have had two conferences with the District Engineer and with officials of the State of Washington. The District Engineer has indicated that, while he would be required to submit our application to the Chief of Engineers, he had every expectation that the application, as made, would be denied. We are now in receipt of a letter from Col. Lipscomb, the District Engineer, dated December 24, copy of which is attached, in which he states that the plan upon which we applied is quite apt to be disapproved.

At our conferences and in this letter he indicates that, if we will modify our application to show the drawspan in the new bridge farther to the south than in the present bridge and will arrange our grade line so that approximately 70 feet of clearance above low water will be provided without opening the draw, this revised application would receive his favorable recommendation. The moving of the drawspan and the raising of the grade line will necessitate a major reconstruction of the existing bridge. This, reconstruction, although expensive, is practical. We estimate that the cost of reconstructing the existing bridge will be $1,400,000.

There is a federal law, known as the Truman-Hobbs bill, which provides that, if a bridge which has been built in accordance with a legal permit granted by the Chief of Engineers is later found to be a hazard to navigation, the Chief of Engineers may order its reconstruction to eliminate the hazard and the costs of this reconstruction will be apportioned between the federal government and the owner of the structure in accordance with the ratio that the benefits to navigation bear to the benefits to highway traffic. In this particular case the reconstruction is of no appreciable benefit to highway travel, and we feel that the District Engineer will recommend that all costs, in so far as the present bridge is concerned, would be borne by the federal government.

The change in grade line in order to provide the 70 feet of clearance will add approximately $400 000 to the cost of the new structure. The Truman-Hobbs act does not cover any reimbursement for additional costs of structures not already built, and it would be necessary that the States assume this additional $400,000 of cost. In addition to this construction cost, the reconstruction of the existing bridge will require approximately eight months' additional time for construction, during which time the States would be paying interest upon the bonds sold to finance the project. Assuming that $10,000,000 in bonds is sold at an interest rate of 3 percent, the interest rate during this additional time would be $200,000. It is very doubtful if any of this additional interest can be recovered from the federal government.

In going along with the recommendation of the District Engineer our costs would thus be increased by approximately $600,000. As against this, we would save the cost of the removal of the Vancouver dock estimated at $100,000; making a net additional cost of $500,000.

The change in grade line and the moving of the drawspan will eliminate about 70 percent of the openings of the present bridge and will thus do away with the major part of the interference with traffic by the opened draw. As against this advantage to traffic, the greater part of the bridge will be on a grade of approximately 3.6 percent, and it will be necessary that all traffic operate against an additional rise and fall of approximately 30 feet. It would seem that the advantages approximately equal the disadvantages so that the value of our facilities will be practically unchanged.

I would greatly prefer to go ahead in accordance with our original application, and I feel that the objections of the navigation interests are greatly exaggerated. However, in view of the certainty of disapproval by the U. S. Engineers, I see no other course than to comply with their suggestion, if the project is to proceed.

The Army Engineers are of the opinion that, if a permit were granted for the new bridge on the low-level plan without change in the drawspan as shown in our application, requirements of navigation might make revision of both the new and the old bridges necessary at some future time. Under the Truman-Hobbs act the federal government would then be required to bear the cost of revision of both structures.

Mr. Lufield advises us that, under the terms of the Oregon law, the proceeds from the sale of the proposed revenue bond issue for the building of the new bridge cannot be used for rebuilding the old bridge. However, if the $1,400,000 cost for the rebuilding of the old bridge is borne by the federal government, the proceeds from the sale of the revenue bonds can be used to bear the additional $500,000 cost of the new bridge.

With your approval, I propose to make an amended application showing the new position of the drawspan and the change in grade of the new bridge and of the old bridge, but making this application contingent upon the federal government assuming, under the Truman-Hobbs act, all costs incurred in revising the old bridge.

It will be necessary to obtain an appropriation from the Congress for the cost of rebuilding the old bridge before a contract for the work can be let, but in the meantime the other details can be made ready.

This matter is being placed on the agenda for the January 21 meeting of the Highway Commission, and the making of a revised application is being postponed until you have passed on the matter. I recommend that you approve the submission of an application amended as herein set forth.

Very truly yours,

R. H. Baldock
State Highway Engineer

Encls.
cc W. A. Bugge

ASSIGNMENT

Date: Dec. 29, 1953 No. 5943 By DLE

Description: Letter of December 24 by Army Engineers regarding application to construct parallel bridge structure alongside existing Portland-Vancouver Interstate Bridge over the Columbia River

Acknowledged by ____ Referred to Parson

__Investigate and report with recommendation
__Such action as necessary and report
__Comment or recommendation
__Return with rough draft of reply
__Prepare reply for signature of Mr. _____
__Contact correspondent and report
X Please use this letter in preparing the report to the State Highway Commission
- - - - - - - - - - - - - - - - - - - -
- - - - - - - - - - - - - - - - - - - -

Remarks:

Executed 12-29-53 Report Received _____

ERS. U.S. ARMY
RICT ENGINEER
ON DISTRICT
BLOCK
OREGON

December 24, 1953

plication of October 1, 1953, for
bridge structure alongside the ex-
ate Bridge over the Columbia River,
November 19, 1953, relative thereto.

r 23, 1953, on this matter, it was
ns had been raised by navigational
nd that it is the opinion of this
t to be disapproved because of the
ity of the federal government under
that later modifications of both
bridges were required as traffic to meet future needs of navigation.

After careful study of the objections raised by navigational interests, together with the history of navigable depths, direction of flow, and other physical conditions in the area of the proposed new bridge, it is believed that you might profitably give further consideration to an alternate plan which would provide: additional clearance above low water, giving a total minimum clearance of approximately 70 feet with the lift span in its lowered position; removal of the navigation lift span southward by two piers so as to provide approved alignment in passing through the combination of the highway bridges and the SP&S RR bridge downstream; and placing of the new bridge as close as possible to the old bridge without interference with foundation conditions. Although navigation interests have not been consulted in detail on such an alternate plan, the reconnaissances made by qualified navigators of this office and studies as to floating equipment now in use indicate that such a construction would probably meet the present and foreseeable needs of navigation. Revision of the application for the construction of the new bridge in accordance with the above suggestion, would, of course, require corresponding changes in the existing bridge and such

ADDRESS REPLY TO
THE DISTRICT ENGINEER
(NOT TO INDIVIDUALS)
NPPVL

CORPS OF ENGINEERS, U.S. ARMY
OFFICE OF THE DISTRICT ENGINEER
PORTLAND, OREGON DISTRICT
628 PITTOCK BLOCK
PORTLAND 5, OREGON

December 24, 1953

REFER TO FILE
NO.

Mr. R. H. Baldock
State Highway Engineer
Oregon State Highway Department
Salem, Oregon

Dear Sir:

Reference is made to your application of October 1, 1953, for a permit to construct a parallel bridge structure alongside the existing Portland-Vancouver Interstate Bridge over the Columbia River, and to the Public Hearing held on November 19, 1953, relative thereto.

At our conference of December 23, 1953, on this matter, it was pointed out that serious objections had been raised by navigational interests to your proposed plan and that it is the opinion of this office that such plan is quite apt to be disapproved because of the present objections and the liability of the federal government under the Truman-Hobbs Act in the event that later modifications of both bridges were required in order to meet future needs of navigation.

After careful study of the objections raised by navigational interests, together with the history of navigable depths, direction of flow, and other physical conditions in the area of the proposed new bridge, it is believed that you might profitably give further consideration to an alternate plan which would provide: additional clearance above low water, giving a total minimum clearance of approximately 70 feet with the lift span in its lowered position; removal of the navigation lift span southward by two piers so as to provide approved alignment in passing through the combination of the highway bridges and the SP&S RR bridge downstream; and placing of the new bridge as close as possible to the old bridge without interference with foundation conditions. Although navigation interests have not been consulted in detail on such an alternate plan, the reconnaissances made by qualified navigators of this office and studies as to floating equipment now in use indicate that such a construction would probably meet the present and foreseeable needs of navigation. Revision of the application for the construction of the new bridge in accordance with the above suggestion, would, of course, require corresponding changes in the existing bridge and such

changes would probably result in a liability of the federal government under the Truman-Hobbs Act, as amended by the Act of Congress, July 16, 1952. However, alterations on the present bridge have already been requested by navigation interests and it is quite probable that the changes in the present bridge and the construction of the new bridge in accordance with the new plan could be coordinated so as to minimize the total extra costs of providing a transportation facility which would be of lasting value.

In accordance with our agreement at conference the 23rd of December, this office will withhold action on your application of October 1, 1953, pending your further study of the above proposal and information as to your further wishes in this regard.

Sincerely,

T. H. LIPSCOMB
Colonel, Corps of Engineers
District Engineer

cc: Mr. W. A. Bugge
Director of Highways
Wash. State Dept of Highways
Olympia, Washington

FORM S-123 9M6 REVISED 9-52

COMMISSIONERS
BEN R. CHANDLER, CHAIRMAN
COOS BAY
CHAS. H. REYNOLDS, MEMBER
LA GRANDE
M. K. McIVER, MEMBER
PORTLAND
H. B. GLAISYER
SECRETARY

OREGON
STATE HIGHWAY DEPARTMENT
SALEM

R. H. BALDOCK
STATE HIGHWAY ENGINEER
W. C. WILLIAMS
1ST ASST. STATE HWY. ENGR.
W. W. STIFFLER
2ND ASST. STATE HWY. ENGR.
C. W. ENFIELD
CHIEF COUNSEL

November 24, 1953

The District Engineer
Corps of Engineers
U. S. Army
628 Pittock Block
Portland 5, Oregon

Dear Sir:

At the public hearing held November 19 on the application of the Oregon State Highway Commission for a permit to construct an additional bridge across the Columbia River between Vancouver, Washington, and Portland, Oregon, I presented oral testimony relative to the number of openings of the present bridge, the history of damage to shipping, and the delays occasioned to shipping by reason of the operation of the drawspan. In order that the record may be complete, I ask permission to submit this written summary of my oral testimony for your consideration in addition to the formal presentation I read at the hearing, four copies of which are attached.

The record submitted covers the 11 years from January 1, 1942 to January 1, 1953. The following table shows the total number of openings of the draw in each year, the average number of openings per day, the average time per opening, and the average time per day that the bridge was closed to highway traffic because of the open drawspan.

Year	Total Number Openings	Average Number Openings Per Day	Average Time Per Opening (Minutes)	Average Time Per Day That Bridge Was Closed (Minutes)
1942	2,700	7.4	4.17	31.0
1943	3,125	8.5	4.17	36.0
1944	2,126	5.8	4.54	26.4
1945	2,255	6.2	4.32	26.7
1946	2,789	7.6	4.21	32.2
1947	2,630	7.2	4.07	32.1
1948	2,937	8.0	4.11	33.1
1949	3,186	8.7	4.19	36.6
1950	3,584	9.8	4.23	41.5
1951	3,808	10.4	4.30	44.8
1952	3,429	9.4	4.21	39.6
11-Year Average	2,960	8.1	4.23	34.6

There has been an average of 8.1 openings per day during this 11-year period, and the average time per day that the bridge was closed to traffic is 34.6 minutes. The decrease in bridge openings in 1952 with reference to 1951 is 10 percent.

The present bridge has been operated by the Oregon State Highway Commission since 1937. During that entire period of 16 years, on only three occasions has any claim for damage to shipping been filed. These three claims were minor matters; in no case did the damage claimed exceed $1,000.

Our records show that on six other instances shipping came in contact with either a pier or the bridge superstructure. Either no damage resulted or damage was insignificant as no claim was filed. We have no record during all this time of any log raft hanging up on a pier.

The records also show that, in addition to the above-mentioned incidents, there were 33 times in the period between January 1942 and January 1953 that river traffic was delayed in passing under the bridge. The reasons for delay included traffic wrecks on the drawspan, extremely heavy traffic which the bridge operators were not able to clear, troop convoys that would not stop, ice forming on the bus bars, and in one or two instances minor difficulties with control equipment. In most cases the delay was only a matter of minutes. Delays due to traffic congestion and vehicle wrecks were largely the result of overcrowding of the roadway. When the additional bridge is in service, this traffic congestion will be eliminated.

I would like to discuss briefly the general tenor of the testimony presented at the hearing. The opposition is not primarily against the proposed project itself. It is against the existing bridge built in 1917. I heard no testimony that conditions would be made worse than they now are by the construction of the second bridge lined up with the present structure. This second bridge is, in fact, not an additional river crossing. It is essentially a widening of the existing facility. The records quoted earlier in this submission do not indicate that any unreasonable hazard or inconvenience to shipping is being occasioned by the present bridge. That any inconvenience occasioned is not unreasonable is especially true when the extreme importance of the vehicular traffic served by this Columbia River crossing is considered.

The probable life of the bridge was questioned at the hearing. A properly designed and constructed bridge of this type can be kept in service, with proper maintenance, for many years. Such structures are usually retired because of obsolescence rather than structural deterioration. A life of 50 years is a reasonable assumption.

Mention was made of a new bridge a mile upstream from the present site. Any practical location must be so situated that connections can be made with the arterial street system of the two cities. The next such location above the present bridge is at an extension of 39th Avenue in Portland. This site was thoroughly investigated and is discussed in the 1951 report previously furnished you. The cost of a

structure at that point, with the minimum connections to existing streets, is approximately $30,000,000, about three times the $10,000,000 cost of the project we have proposed. Origin and destination surveys indicate that but 37 percent of the traffic using the present bridge could be diverted to a crossing at that location. Even though a bridge were built at 39th Avenue, the present bridge must remain in service to properly serve downtown Vancouver. This will be true for any high-level bridge even if built at the present site.

A suggestion was made that the drawspan of the present bridge be moved to the south. Our previous statement brought out the structural difficulties that would be encountered. I would also point out that the present drawspan was built over the natural channel of the river in 1917 and that it is still over the deepest water. Navigation further to the south would be in shallower water, requiring dredging to maintain a comparable depth.

The desirability of a high-level fixed-span bridge was stressed by opponents of the project. To provide the same vertical clearance as is now given by the open draw would require a deck elevation 140 feet above the present bridge deck. Modern highway standards of grade and vertical curvature would necessitate approaches at least 4,000 feet in length on each side of the main channel span to get down to street or highway elevation. The added cost to motor traffic by reason of the rise in grade could not be justified, and, even if it could be accepted, an approach of this length would have a very serious effect upon the business district of Vancouver. A bridge at the present site, connecting to the existing streets of the city, is an absolute necessity for the continued existence of the business district of Vancouver.

In summary, the State's position is that the project for which a permit is asked does not increase the hazard to or inconvenience shipping. The record does not show that the present structure has been the cause of unreasonable damage to shipping. The present site is the only one that will adequately serve vehicular traffic on the most important north and south highway in the Northwest. The additional facility must be provided immediately. We believe that the data presented in support of our application clearly substantiates this position.

Respectfully yours,

R. H. Baldock
State Highway Engineer

Encl.

VANCOUVER INTERSTATE BRIDGE OVER COLUMBIA RIVER

Presentation by
R. H. Baldock, State Highway Engineer
Oregon State Highway Commission

The application now before you is for a permit to construct and operate a second bridge over the Columbia River between Vancouver, Washington, and Portland, Oregon. The Columbia River crossing is a vital link in the Pacific Highway--U.S. Route No. 99--the most important and most heavily travelled north-and-south highway in the Northwest and a portion of the nation's interstate system of highways.

The bridge now carrying the highway across the Columbia River was built in 1917. It has a roadway width of 38 feet. While much too narrow for such use, traffic density has compelled the operation of four traffic lanes, two in each direction, on this 38-foot roadway. The new structure will permit the routing of three lanes northbound across the present bridge with three lanes southbound on the new bridge.

The existing bridge is now carrying far more traffic than can be efficiently handled in the four narrow lanes. The average annual daily traffic over this bridge is now in excess of 32,000 vehicles. On one day this past summer 40,150 vehicles passed over this structure. The traffic is not evenly divided over the 24-hour period, and peak-hour traffic exceeding 3,200 vehicles has occurred. Traffic is increasing at a rate of about 2 percent per year. Traffic studies indicate that within seven years the average annual daily traffic will be in excess of 50,000 vehicles with peak-hour volumes in excess of 5,000 vehicles.

The traffic capacity of roadways of different widths and lane arrangements has been studied for many years. With 9-foot lanes and no median strip separating opposing traffic, the maximum traffic volume per lane that can be safely handled is approximately 820 vehicles per hour. During peak hours, traffic is not evenly divided between north- and southbound movements, and the 3,200 peak-hour traffic is now crowding the structure considerably beyond its safe operating capacity.

The location of the new structure necessary to carry the interstate traffic has had intensive study for the past four years. In 1951 the Washington Department of Highways and the Oregon State Highway Commission completed a study of possible interstate bridge crossings in the vicinity of Vancouver. A report was issued entitled, "Joint Investigation of an Interstate Bridge Across the Columbia River Between Portland, Oregon and Vancouver Vicinity, Washington," copy of which is being mailed to you under separate cover. In this study possible bridge crossings from an extension of East 82nd Avenue on the east to the mouth of the Willamette River below St. Johns on the west were investigated.

It is possible to build a bridge across the Columbia River at any of the sites investigated. Traffic studies, however, immediately showed that the major portion of the traffic is intercity in character,

originating in either Portland or Vancouver and destined for the other city. Even though an additional bridge were provided at some other location, very little of the traffic would be diverted from the present site.

The highway routes, both in Oregon and Washington, lead to the present crossing. The Oregon approaches via Union Avenue (US99E) and Denver Avenue (US99W) have been in use since the present bridge was built. The Oregon approach was improved in 1944 by the traffic interchange at the junction of Union and Denver Avenues, and an additional separation structure at this location is now under construction. Both Denver and Union Avenues have been widened, since the original construction, to four lanes of traffic. These approach facilities, plus the widening to six lanes from the Denver Union Junction to the Interstate Bridge will suffice to handle traffic using the bridge. A bridge in any other location would immediately require new facilities leading the traffic into the business district of Portland. We have been unable to find any practicable route for such facilities that would serve without material increase in distance, loss of time to the motorist, and prohibitive cost of construction.

The highway connection on the Washington side leads directly to the present bridge. This connection is now being rebuilt to a very high freeway standard through the City of Vancouver. Traffic interchanges will expedite traffic to the bridge with a minimum of delay and inconvenience. Any other location for the bridge would result in increased distance, loss of time and inconvenience, and the motorist would continue to crowd onto the present structure regardlessof its inadequacy. A structure at any other site would fail to create benefits commensurate with the costs.

The engineering study definitely established that a bridge parallel to the present structure and operated integrally with it is the only feasible solution of the traffic problem. The details of the location were investigated, and a location downstream from the present bridge and as close to it as is practicable is desirable. The present bridge has a pedestrian walkway on the east or upstream side. With the new structure on the opposite side, this walkway need not be disturbed. The new bridge will have a walkway on the west or downstream side, completing the facility for pedestrians. No pedestrian traffic will be permitted between the north-and southbound roadways. The piers of the present bridge are of massive construction to withstand the impact of ice and drift. The piers of the new structure will be in line with the existing piers and thereby protected from impact. More economical pier construction will be possible because of this protection. The traffic interchanges at the Vancouver end fit into an alignment downstream from the present bridge much better than would be the case if the new bridge were built on the upstream side.

The new structure, as planned, will be identical with the present structure in so far as navigation clearances and general appearance are concerned. All span lengths and elevations of the lowest members will be identical with the present bridge. The piers will be in line with the present piers and will be connected with them to present a continuous face along the stream channels.

The drawspan will be of the vertical-lift type and will give the same clearances, vertically and horizontally, in both the open and closed position as provided by the present bridge. One operator will control both bridges from an operating room to be built between the two structures, where an unobstructed view of the river and the roadways can be had. The fixed spans of the new structure will also be identical with the fixed spans of the present bridge.

The permit under which the existing bridge was built calls for a vertical clearance above low water of 175 feet with the draw fully opened. Actual measurements show that the clearance provided is 178.86 feet. The horizontal clearance required by the permit is 250 feet. This clearance is measured between the pier bases which project above the river bed. In the new bridge the pier bases will be entirely below the river bed, and 263 feet of horizontal clearance will be provided.

Conferences have been held with representatives of navigation interests operating on the river. Some objections to the project have developed. The principal objection concerns itself with the location of the movable span of the present bridge. Captian Raabe, a Columbia River pilot and member of the Portland Port Commission, is of the opinion that the lift span is too close to the Washington shore. The Port of Vancouver has a dock and warehouse located 232 feet downstream from the center line of the present bridge, or 211 feet from the downstream edge and approximately 5 feet inside or north of the established harbor line. The face of this dock is approximately 50 feet north of the line of the north drawspan pier. A medium-sized ship moored at the upstream end of the dock might extend into the channel as defined by the total opening between the main piers. The horizontal clearance through the drawspan is 263 feet so that this obstruction could only be a small percentage.

The new structure on the downstream side would decrease the distance between the bridge and the dock leaving less room to swing a ship away from the dock. The states have recognized the possibility of increased hazard by reason of the decreased distance from the bridge to the dock. Arrangement has been made with the Port of Vancouver to completely remove the upstream 120 feet of the dock so that a distance of 280 feet will be provided between the center line of the new bridge and the upstream end of the reconstructed dock. Taking into account the half-bridge width, the distance from the downstream edge of the new bridge to the dock will be 251 feet, which is 40 feet more than exists at present. It is the states' contention that, with this revision of the dock, navigation will be improved rather than hindered. Captain Raabe agrees with us that with this revision the plan will be satisfactory. The reconstruction of the dock is shown on sheet 4 of the application for a permit to build the bridge. In order that the plan may be more easily seen, the same data are shown to a larger scale on the attached map. The portion of the dock to be removed is shown in yellow, the drawspan of the new bridge in red, and the drawspan of the present bridge in green.

It would seem that towboat operators are unduly apprehensive of the effect of the increased distance through the drawspans on the towing of rafts. A short distance below the highway bridge the Spokane, Portland & Seattle Railway Company has a railroad bridge across the Columbia River. This bridge has a swing draw with two openings, each giving 200 feet of horizontal clearance. When this bridge is opened, the swing span and drawrest extend approximately 450 feet up- and downstream, parallel with the channel. Towboat operators have operated through these openings, where the length through the openings is more than three times the length through the proposed highway opening, for many years without unreasonable difficulty.

At conferences with navigation interests they proposed that the drawspan of the present bridge be moved a span length to the south and the drawspan of the new bridge be built opposite this new location. This is not economically feasible. The drawspan and the adjacent span supporting the towers are of a different length than the nine fixed spans to the south. Such a program would require the rebuilding of four piers as well as the reconstruction of four truss spans and the machinery of the drawspan. It is mandatory that both highway and river traffic be kept moving at all times without unreasonable delay. Such a moving program would result in closure, both to highway and river traffic, for a longer period of time than can be tolerated by either interest.

The most practicable scheme to accomplish such a change would be to construct two drawspans in the new bridge, one opposite the existing drawspan and one at the new location. It would be necessary to route highway traffic over the new bridge, close the present bridge to traffic, build a drawspan at the new location, and then dismantle the two drawspans over the present channel. This is not economically feasible. Rough estimates indicate an increased cost of between two million and three million dollars, which is not warranted. This scheme is only feasible if the drawspans are moved two span lengths to the south providing room to place the two sets of towers on adjacent fixed spans. This would put the openings south of the main channel of the river.

A second proposal advanced by the operators of towboats and log rafts is that the drawspan of the new bridge be made longer than the comparable span in the present bridge to allow more room for a raft to swing in passing through the opening. It is doubtful that the increased side clearance with the two bridges 83 feet apart on center lines would be of any appreciable value. Such a scheme would add considerably to the cost of the structure because of the additional weight of the drawspan. Perhaps of more importance is the necessity of offsetting the piers, making a greater obstruction in the river channel and increasing materially the danger of ice or drift jams hanging up on the piers. The adoption of the proposal would create an unwarranted hazard to the safety of the structure and would be of questionable value to navigation.

The Pacific Highway is the most important road in the Northwest. It is the main north-and-south arterial route of the Interstate System, a system of roads selected by federal authorities as the framework about

which the entire system of highway transportation is built. The states and the federal government are using all their resources to bring this system up to an adequate standard. The legislatures of the two states fully realize the need for the additional bridge facility and deem the need so urgent that they have authorized the sale of bonds to make the construction possible now.

The bridge will be operated as a toll facility, will comply fully with Section 506 of the General Bridge Congressional Act of 1946, and is expected to be made a free facility within 10 years after completion. The highway and the water shipping supplement each other, and the economy of this region depends on both. Neither should unnecessarily interfere with the other. It is our firm belief that the structure proposed in the application for permit now before you does not unreasonably hamper navigation. By the purchase and removal of the upstream portion of the Port dock, we believe that all reasonable objections have been met. We ask in the interests of adequate transriver traffic that this application receive your favorable consideration.

November 5, 1953

7971 Vancouver Interstate and Oregon Slough Bridges — Folder #2

#4653 — 1953

7971 Vancouver Interstate and Oregon Slough Bridges Folder #2

#4653 1953

RECEIVED
JAN 29 1954
FOR FILING
FORM E-30 20M 8-51 52310

REFERRED TO Assistant Bridge Engineer
agenda
Highway Engineer

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4652

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
December 31, 1953

SUBJECT: Interstate Bridge, US99, Traffic Benefits by Virtue of Raising Structure 30 ft.

To: R. H. Baldock
State Highway Engineer
Office

A study has been made to determine the present worth of the motor vehicle users annual benefits obtained through a reduction in bridge closure delays by raising the structure 30 ft.

For this study the estimated ADT of 60,100 vehicles for 1975 was used as the average for a 40 year amortization period. The vehicles were classified 93 percent light vehicles and seven percent commercial vehicles. With the parallel structure identical to the present structure, there would be approximately ten closures per day with an average closure of four minutes. The rebuilding of the present structure and building the parallel structure with a 30 ft. rise would reduce the number of closures to one per day with an average closure period of four minutes.

The results of the study are as follows:

	Annual Benefit
1. Reduction in delay due to change in bridge closures from ten to one per day	$+26,674
2. Reduction in traffic stops due to change in bridge closures from ten to one per day	+2,124
Total Saving	$ 28,798
3. Loss due to 60 ft. excess rise and fall	$-14,251
Total Annual Benefit	$+14,547
4. Benefits in 40 years at three percent interest-have a present worth of-	$336,254

F. B. Crandall
Traffic Engineer

RCB:kg/as
cc - G. S. Paxson

RECEIVED
JAN 29 1954
FOR FILING
FORM E-80 25M 9-51 53918

REFERRED TO Assistant Bridge Engineer
agency
State Highway Engineer

7771

4653

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F. B. Crandall
Traffic Engineer

RCB:kg/as
cc - G. S. Paxson

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DEC 31 1953
FOR FILING

7-1-71

4653

December 30, 1953

Mr. W. A. Bugge, Director
Department of Highways
Olympia, Washington

Dear Mr. Bugge:

I am attaching a copy of a report to our Highway Commission for their action at the next meeting, which will be January 21. I believe the course of action outlined in this letter conforms to the decision which we reached at our meeting in Portland. I would be very appreciative of the reaction of your Highway Commission to the matter.

Very truly yours,

R. H. Baldock
State Highway Engineer

Encl.
CHP:gm
cc G. S. Pearson

RECEIVED
DEC 8 - 1953
FOR FILING

7911

4653

December 4, 1953

Mr. W. F. Hohensee
2405 S. W. Multnomah Boulevard
Portland 19, Oregon

Dear Sir:

The Secretary to the Highway Commission referred to me your recent letter having reference to alternate highway routing via Cornelius Pass, St. Helens, and the Longview Bridge, to eliminate construction of a new bridge at Vancouver.

We have long been familiar with the possible routing as you suggest and made preliminary surveys over 10 years ago through this same route, and we have rechecked them at various intervals. Contrary to your belief that a saving in distance of six miles would be gained by the routing you suggest, the distance would be four miles greater. From our connection with Barbur Boulevard in West Portland to Kelso via Cornelius Pass, St. Helens, and Rainier, the distance would be 58 miles. From the same intersection to Kelso via the Vancouver Bridge the distance is 54 miles. Furthermore, if the alternate route were constructed it would take only approximately five per cent of the traffic using the Vancouver Bridge. This traffic is now in the neighborhood of 35,000 vehicles daily, and the by-pass route via Cornelius Pass, if now in existence, would carry less than 2,000 vehicles, according to our origin and destination traffic surveys.

I thank you for your interest in this matter.

Very truly yours,

R. H. Baldock
State Highway Engineer

WCW:me

cc Mr. W. C. Williams

RECEIVED
FOR FILING

November 30, 1953

Mr. W. F. Hohensee
2405 S. W. Multnomah Blvd.
Portland 19, Oregon

Dear Mr. Hohensee:

I am referring to the State Highway Engineer, Mr. R. H. Baldock, your undated letter received in today's mail wherein you suggest an alternate plan to take care of traffic between the States of Washington and Oregon as a substitute for a new bridge between Portland and Vancouver, such alternate routing being from the junction of the Wilsonville [redacted] cutoff and Barbur Boulevard via Cornelius Pass to St. Helens and the Longview Bridge.

Thanking you kindly for your interest in this matter, I remain

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

HBG:mm

cc: R. H. Baldock

2405 SW Multnomah Blvd.
Portland, 19, Oregon

LDOCK
HIGHWAY ENGINEER
LLIAMS
T. STATE HWY. ENGR.
IFFLER
ST. STATE HWY. ENGR.
FIELD
COUNSEL

State Highway Commission
Salem, Oregon

Gentlemen,

Now that the location of the
route to Vancouver from the
new Interstate bridge and Portland
and the location of a new bridge
at Vancouver, I am writing you
an alternate plan that may be considered
with the hope that the location of
the Interstate bridge and Portland
Blvd. bridge will not [illegible] last
Evergreen and through the Peninsula
Pass to St Helens and [illegible] the
long new bridge at Scappoose that
through traffic [illegible] Scappoose to Portland
[illegible] avoid grading [illegible] the bridge [illegible]
[illegible] by-pass the Portland [illegible]
and save at least six miles
distance and a lot of heavy traffic
[illegible]
Hoping you will give this plan
your consideration [illegible]

Very truly yours
W. J. Hehnsee

RECEIVED
[illegible]

FORM [illegible] REVISED 2-50

COMMISSIONERS
BEN R. CHANDLER, CHAIRMAN
COOS BAY
CHAS. H. REYNOLDS, MEMBER
LA GRANDE
M. K. McIVER, MEMBER
PORTLAND
H. B. GLAISYER
SECRETARY

OREGON
STATE HIGHWAY DEPARTMENT
SALEM

R. H. BALDOCK
STATE HIGHWAY ENGINEER
W. C. WILLIAMS
1ST ASST. STATE HWY. ENGR.
W. W. STIFFLER
2ND ASST. STATE HWY. ENGR.
C. W. ENFIELD
CHIEF COUNSEL

November 24, 1953

The District Engineer
Corps of Engineers
U. S. Army
628 Pittock Block
Portland 5, Oregon

NOTED
State Highway Engineer

Dear Sir:

At the public hearing held November 19 on the application of the Oregon State Highway Commission for a permit to construct an additional bridge across the Columbia River between Vancouver, Washington, and Portland, Oregon, I presented oral testimony relative to the number of openings of the present bridge, the history of damage to shipping, and the delays occasioned to shipping by reason of the operation of the drawspan. In order that the record may be complete, I ask permission to submit this written summary of my oral testimony for your consideration in addition to the formal presentation I read at the hearing, four copies of which are attached.

The record submitted covers the 11 years from January 1, 1942 to January 1, 1953. The following table shows the total number of openings of the draw in each year, the average number of openings per day, the average time per opening, and the average time per day that the bridge was closed to highway traffic because of the open drawspan.

Year	Total Number Openings	Average Number Openings Per Day	Average Time Per Opening (Minutes)	Average Time Per Day That Bridge Was Closed (Minutes)
1942	2,700	7.4	4.17	31.0
1943	3,125	8.5	4.17	36.0
1944	2,126	5.8	4.54	26.4
1945	2,255	6.2	4.32	26.7
1946	2,789	7.6	4.21	32.2
1947	2,630	7.2	4.07	32.1
1948	2,937	8.0	4.11	33.1
1949	3,186	8.7	4.19	36.6
1950	3,584	9.8	4.23	41.5
1951	3,808	10.4	4.30	44.8
1952	3,429	9.4	4.21	39.6
11-Year Average	2,960	8.1	4.23	34.6

There has been an average of 8.1 openings per day during this 11-year period, and the average time per day that the bridge was closed to traffic is 34.6 minutes. The decrease in bridge openings in 1952 with reference to 1951 is 10 percent.

The present bridge has been operated by the Oregon State Highway Commission since 1937. During that entire period of 16 years, on only three occasions has any claim for damage to shipping been filed. These three claims were minor matters; in no case did the damage claimed exceed $1,000.

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I would like to discuss briefly the general tenor of the testimony presented at the hearing. The opposition is not primarily against the proposed project itself. It is against the existing bridge built in 1917. I heard no testimony that conditions would be made worse than they now are by the construction of the second bridge lined up with the present structure. This second bridge is, in fact, not an additional river crossing. It is essentially a widening of the existing facility. The records quoted earlier in this submission do not indicate that any unreasonable hazard or inconvenience to shipping is being occasioned by the present bridge. That any inconvenience occasioned is not unreasonable is especially true when the extreme importance of the vehicular traffic served by this Columbia River crossing is considered.

The probable life of the bridge was questioned at the hearing. A properly designed and constructed bridge of this type can be kept in service, with proper maintenance, for many years. Such structures are usually retired because of obsolescence rather than structural deterioration. A life of 50 years is a reasonable assumption.

Mention was made of a new bridge a mile upstream from the present site. Any practical location must be so situated that connections can be made with the arterial street system of the two cities. The next such location above the present bridge is at an extension of 39th Avenue in Portland. This site was thoroughly investigated and is discussed in the 1951 report previously furnished you. The cost of a

structure at that point, with the minimum connections to existing streets, is approximately $30,000,000, about three times the $10,000,000 cost of the project we have proposed. Origin and destination surveys indicate that but 37 percent of the traffic using the present bridge could be diverted to a crossing at that location. Even though a bridge were built at 39th Avenue, the present bridge must remain in service to properly serve downtown Vancouver. This will be true for any high-level bridge even if built at the present site.

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The desirability of a high-level fixed-span bridge was stressed by opponents of the project. To provide the same vertical clearance as is now given by the open draw would require a deck elevation 140 feet above the present bridge deck. Modern highway standards of grade and vertical curvature would necessitate approaches at least 4,000 feet in length on each side of the main channel span to get down to street or highway elevation. The added cost to motor traffic by reason of the rise in grade could not be justified, and, even if it could be accepted, an approach of this length would have a very serious effect upon the business district of Vancouver. A bridge at the present site, connecting to the existing streets of the city, is an absolute necessity for the continued existence of the business district of Vancouver.

In summary, the State's position is that the project for which a permit is asked does not increase the hazard to or inconvenience shipping. The record does not show that the present structure has been the cause of unreasonable damage to shipping. The present site is the only one that will adequately serve vehicular traffic on the most important north and south highway in the Northwest. The additional facility must be provided immediately. We believe that the data presented in support of our application clearly substantiates this position.

Respectfully yours,

R. H. Baldock
State Highway Engineer

Encl.

VANCOUVER INTERSTATE BRIDGE OVER COLUMBIA RIVER

Presentation by
R. H. Baldock, State Highway Engineer
Oregon State Highway Commission

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The bridge now carrying the highway across the Columbia River was built in 1917. It has a roadway width of 38 feet. While much too narrow for such use, traffic density has compelled the operation of four traffic lanes, two in each direction, on this 38-foot roadway. The new structure will permit the routing of three lanes northbound across the present bridge with three lanes southbound on the new bridge.

The existing bridge is now carrying far more traffic than can be efficiently handled in the four narrow lanes. The average annual daily traffic over this bridge is now in excess of 32,000 vehicles. On one day this past summer 40,150 vehicles passed over this structure. The traffic is not evenly divided over the 24-hour period, and peak-hour traffic exceeding 3,200 vehicles has occurred. Traffic is increasing at a rate of about 2 percent per year. Traffic studies indicate that within seven years the average annual daily traffic will be in excess of 50,000 vehicles with peak-hour volumes in excess of 5,000 vehicles.

The traffic capacity of roadways of different widths and lane arrangements has been studied for many years. With 9-foot lanes and no median strip separating opposing traffic, the maximum traffic volume per lane that can be safely handled is approximately 820 vehicles per hour. During peak hours, traffic is not evenly divided between north- and southbound movements, and the 3,200 peak-hour traffic is now crowding the structure considerably beyond its safe operating capacity.

The location of the new structure necessary to carry the interstate traffic has had intensive study for the past four years. In 1951 the Washington Department of Highways and the Oregon State Highway Commission completed a study of possible interstate bridge crossings in the vicinity of Vancouver. A report was issued entitled, "Joint Investigation of an Interstate Bridge Across the Columbia River Between Portland, Oregon and Vancouver Vicinity, Washington," copy of which is being mailed to you under separate cover. In this study possible bridge crossings from an extension of East 82nd Avenue on the east to the mouth of the Willamette River below St. Johns on the west were investigated.

It is possible to build a bridge across the Columbia River at any of the sites investigated. Traffic studies, however, immediately showed that the major portion of the traffic is intercity in character,

originating in either Portland or Vancouver and destined for the other city. Even though an additional bridge were provided at some other location, very little of the traffic would be diverted from the present site.

The highway routes, both in Oregon and Washington, lead to the present crossing. The Oregon approaches via Union Avenue (US99E) and Denver Avenue (US99W) have been in use since the present bridge was built. The Oregon approach was improved in 1944 by the traffic interchange at the junction of Union and Denver Avenues, and an additional separation structure at this location is now under construction. Both Denver and Union Avenues have been widened, since the original construction, to four lanes of traffic. These approach facilities, plus the widening to six lanes from the Denver Union Junction to the Interstate Bridge will suffice to handle traffic using the bridge. A bridge in any other location would immediately require new facilities leading the traffic into the business district of Portland. We have been unable to find any practicable route for such facilities that would serve without material increase in distance, loss of time to the motorist, and prohibitive cost of construction.

The highway connection on the Washington side leads directly to the present bridge. This connection is now being rebuilt to a very high freeway standard through the City of Vancouver. Traffic interchanges will expedite traffic to the bridge with a minimum of delay and inconvenience. Any other location for the bridge would result in increased distance, loss of time and inconvenience, and the motorist would continue to crowd onto the present structure regardlessof its inadequacy. A structure at any other site would fail to create benefits commensurate with the costs.

The engineering study definitely established that a bridge parallel to the present structure and operated integrally with it is the only feasible solution of the traffic problem. The details of the location were investigated, and a location downstream from the present bridge and as close to it as is practicable is desirable. The present bridge has a pedestrian walkway on the east or upstream side. With the new structure on the opposite side, this walkway need not be disturbed. The new bridge will have a walkway on the west or downstream side, completing the facility for pedestrians. No pedestrian traffic will be permitted between the north-and southbound roadways. The piers of the present bridge are of massive construction to withstand the impact of ice and drift. The piers of the new structure will be in line with the existing piers and thereby protected from impact. More economical pier construction will be possible because of this protection. The traffic interchanges at the Vancouver end fit into an alignment downstream from the present bridge much better than would be the case if the new bridge were built on the upstream side.

The new structure, as planned, will be identical with the present structure in so far as navigation clearances and general appearance are concerned. All span lengths and elevations of the lowest members will be identical with the present bridge. The piers will be in line with the present piers and will be connected with them to present a continuous face along the stream channels.

The drawspan will be of the vertical-lift type and will give the same clearances, vertically and horizontally, in both the open and closed position as provided by the present bridge. One operator will control both bridges from an operating room to be built between the two structures, where an unobstructed view of the river and the roadways can be had. The fixed spans of the new structure will also be identical with the fixed spans of the present bridge.

The permit under which the existing bridge was built calls for a vertical clearance above low water of 175 feet with the draw fully opened. Actual measurements show that the clearance provided is 178.86 feet. The horizontal clearance required by the permit is 250 feet. This clearance is measured between the pier bases which project above the river bed. In the new bridge the pier bases will be entirely below the river bed, and 263 feet of horizontal clearance will be provided.

Conferences have been held with representatives of navigation interests operating on the river. Some objections to the project have developed. The principal objection concerns itself with the location of the movable span of the present bridge. Captian Raabe, a Columbia River pilot and member of the Portland Port Commission, is of the opinion that the lift span is too close to the Washington shore. The Port of Vancouver has a dock and warehouse located 232 feet downstream from the center line of the present bridge, or 211 feet from the downstream edge and approximately 5 feet inside or north of the established harbor line. The face of this dock is approximately 50 feet north of the line of the north drawspan pier. A medium-sized ship moored at the upstream end of the dock might extend into the channel as defined by the total opening between the main piers. The horizontal clearance through the drawspan is 263 feet so that this obstruction could only be a small percentage.

The new structure on the downstream side would decrease the distance between the bridge and the dock leaving less room to swing a ship away from the dock. The states have recognized the possibility of increased hazard by reason of the decreased distance from the bridge to the dock. Arrangement has been made with the Port of Vancouver to completely remove the upstream 120 feet of the dock so that a distance of 280 feet will be provided between the center line of the new bridge and the upstream end of the reconstructed dock. Taking into account the half-bridge width, the distance from the downstream edge of the new bridge to the dock will be 251 feet, which is 40 feet more than exists at present. It is the states' contention that, with this revision of the dock, navigation will be improved rather than hindered. Captain Raabe agrees with us that with this revision the plan will be satisfactory. The reconstruction of the dock is shown on sheet 4 of the application for a permit to build the bridge. In order that the plan may be more easily seen, the same data are shown to a larger scale on the attached map. The portion of the dock to be removed is shown in yellow, the drawspan of the new bridge in red, and the drawspan of the present bridge in green.

It would seem that towboat operators are unduly apprehensive of the effect of the increased distance through the drawspans on the towing of rafts. A short distance below the highway bridge the Spokane, Portland & Seattle Railway Company has a railroad bridge across the Columbia River. This bridge has a swing draw with two openings, each giving 200 feet of horizontal clearance. When this bridge is opened, the swing span and drawrest extend approximately 450 feet up- and downstream, parallel with the channel. Towboat operators have operated through these openings, where the length through the openings is more than three times the length through the proposed highway opening, for many years without unreasonable difficulty.

At conferences with navigation interests they proposed that the drawspan of the present bridge be moved a span length to the south and the drawspan of the new bridge be built opposite this new location. This is not economically feasible. The drawspan and the adjacent span supporting the towers are of a different length than the nine fixed spans to the south. Such a program would require the rebuilding of four piers as well as the reconstruction of four truss spans and the machinery of the drawspan. It is mandatory that both highway and river traffic be kept moving at all times without unreasonable delay. Such a moving program would result in closure, both to highway and river traffic, for a longer period of time than can be tolerated by either interest.

The most practicable scheme to accomplish such a change would be to construct two drawspans in the new bridge, one opposite the existing drawspan and one at the new location. It would be necessary to route highway traffic over the new bridge, close the present bridge to traffic, build a drawspan at the new location, and then dismantle the two drawspans over the present channel. This is not economically feasible. Rough estimates indicate an increased cost of between two million and three million dollars, which is not warranted. This scheme is only feasible if the drawspans are moved two span lengths to the south providing room to place the two sets of towers on adjacent fixed spans. This would put the openings south of the main channel of the river.

A second proposal advanced by the operators of towboats and log rafts is that the drawspan of the new bridge be made longer than the comparable span in the present bridge to allow more room for a raft to swing in passing through the opening. It is doubtful that the increased side clearance with the two bridges 83 feet apart on center lines would be of any appreciable value. Such a scheme would add considerably to the cost of the structure because of the additional weight of the drawspan. Perhaps of more importance is the necessity of offsetting the piers, making a greater obstruction in the river channel and increasing materially the danger of ice or drift jams hanging up on the piers. The adoption of the proposal would create an unwarranted hazard to the safety of the structure and would be of questionable value to navigation.

The Pacific Highway is the most important road in the Northwest. It is the main north-and-south arterial route of the Interstate System, a system of roads selected by federal authorities as the framework about

which the entire system of highway transportation is built. The states and the federal government are using all their resources to bring this system up to an adequate standard. The legislatures of the two states fully realize the need for the additional bridge facility and deem the need so urgent that they have authorized the sale of bonds to make the construction possible now.

The bridge will be operated as a toll facility, will comply fully with Section 506 of the General Bridge Congressional Act of 1946, and is expected to be made a free facility within 10 years after completion. The highway and the water shipping supplement each other, and the economy of this region depends on both. Neither should unnecessarily interfere with the other. It is our firm belief that the structure proposed in the application for permit now before you does not unreasonably hamper navigation. By the purchase and removal of the upstream portion of the Port dock, we believe that all reasonable objections have been met. We ask in the interests of adequate transriver traffic that this application receive your favorable consideration.

November 5, 1953

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November 23, 1953

Oregon State Highway Commission

Gentlemen:

Agreements have now been reached in all respects between the State of Oregon and the State Highway Commission of Washington and the Washington Toll Bridge Authority relative to construction of a new bridge across the Columbia River between Portland, Oregon and Vancouver, Washington.

I enclose herewith a reproduced copy of the agreement so that you may have time to study it in detail before the next meeting of the Commission. The agreement will be presented to you at the next meeting for approval, if you find the same acceptable to you, or for such revision as you may deem necessary. The Secretary will have the copies for execution at the meeting.

Very truly yours,

R. H. Baldock
State Highway Engineer

Enclosure

cc Mr. C. W. Enfield

WCW:me fp

FORM E-80 3M 9-51 82319

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
November 9, 1953

SUBJECT:

To: Mr. R. H. Baldock
State Highway Engineer
O f f i c e

Dear Mr. Baldock:

I am returning herewith four copies of a form of agreement to be entered into between the States of Washington and Oregon in connection with the establishment of a new Interstate Bridge across the Columbia River between Portland, Oregon, and Vancouver, Washington, together with your file of earlier drafts of the agreement. These agreements are the revised forms submitted by Washington following preparation of a form by this office.

The revisions made by Washington were of a comparatively minor nature. The revised agreements have been reviewed in this office and appear to be entirely satisfactory. The agreements have been approved as to legality and form by Mr. Enfield.

It is noted that Washington requests execution of all four copies and return of the same to Washington for its execution. In transmitting these agreements to Washington it will be appreciated if you request that at least one copy be submitted to this office for our files.

Yours very truly,

C. W. ENFIELD
Chief Counsel

By Robert L. May, Jr.
ROBERT L. MAY, JR.
Assistant Counsel

RLM:avh

RECEIVED
NOV 9 1953
OFFICE OF
STATE HIGHWAY ENGINEER

COMMISSIONERS

FRED G. REDMON, CHAIRMAN
YAKIMA

L. B. WALLACE, MEMBER
BELLINGHAM

R. A. NOISIO, MEMBER
TACOMA

OSCAR E. STONE, MEMBER
SPOKANE

JUDGE GEORGE B. SIMPSON, MEMBER
VANCOUVER

STATE OF WASHINGTON
ARTHUR B. LANGLIE, GOVERNOR

WASHINGTON
STATE HIGHWAY COMMISSION
DEPARTMENT OF HIGHWAYS

W. A. BUGGE, DIRECTOR
TRANSPORTATION BUILDING
OLYMPIA

DISTRICT OFFICES

NO. 1 SEATTLE 4
480 SPOKANE ST.

NO. 2 WENATCHEE
P. O. BOX 98

NO. 3 OLYMPIA
P. O. BOX 527

NO. 4 VANCOUVER
4500 MAIN STREET

NO. 5 YAKIMA
P. O. BOX 52

NO. 6 SPOKANE 21
N. 2520 MAYFAIR ST.

October 26, 1953

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Re: Interstate Bridge
Vancouver - Portland

Dear Sir:

Enclosed herewith find four copies of the AGREEMENT between States of Washington and Oregon establishing the duties of the respective States in connection with the Interstate Bridge Vancouver - Portland.

The draft prepared and submitted by you for our review has been modified primarily to conform with our statutes which apply, with particular reference to the Washington Toll Bridge Authority.

This AGREEMENT now has the tentative approval of all Washington officials and if Oregon concurs, please have all four copies signed and return to this office for signatures after which two copies will be mailed to you for your files. Please advise if you should require any additional copies.

Very truly yours,

W. A. BUGGE
Director of Highways

WAB:hm
Encl. (4)

REFERRED TO
Williams
by State Highway Engineer
Please route
w/ ltr Enclosed
To read & advise
me--

OCT 1953

NOTED
State Highway Engineer

VANCOUVER INTERSTATE BRIDGE OVER COLUMBIA RIVER

Presentation by
W. A. Bugge, Director of Highways
State of Washington

November 19, 1953

In the matter of the application of the Highway Department of the State of Oregon to construct the second bridge across the Columbia River at Vancouver, we are pleased to submit the following in quadruplicate: "Joint Investigation of an Interstate Bridge Across the Columbia River Between Portland, Oregon and Vancouver Vicinity, Washington - 1951"; and "Review of Columbia River Bridge Traffic between Vancouver, Washington and Portland, Oregon - June, 1952". Substantiating data for these two documents are on file at the Departments of Highways at Salem, Oregon and Olympia, Washington.

The first mentioned document discusses five proposed locations as to their feasibility and cost, and is the report which determined the selection of the location for the bridge according to the application now on file with the Corps of Engineers. In this report it is referred to as "Route No. 3 via Interstate".

The 1952 Review supplements the 1951 Joint Investigation in view of the general increases in traffic in the Portland-Vancouver area, and the rise in construction costs during the interim of these two reports.

A review of these reports is an indication of the study that was involved by the States of Oregon and Washington towards solving a very acute traffic problem as represented in the need for added bridge facilities across the Columbia River between Vancouver and Portland.

It was evident that the existing bridge, at the present time, has carried far more traffic than that for which it was designed. The studies indicate that the new bridge, when constructed, and its counterpart, the existing bridge, will carry over 46,000 vehicles per day. This is a 60% increase over traffic volumes of 1946, when it first became evident that the existing bridge was

entirely inadequate. The studies referred to were inclusive of five different bridge sites and it was the joint determination of the respective highway departments of Oregon and Washington that the solution of this problem resolved itself in the construction of a second parallel bridge downstream from the present Interstate Bridge. At the conclusion of these studies, the question of financing this new bridge became one of such magnitude that it was beyond the ability of both states to finance this structure from current highway funds.

Realizing the necessity for early construction of the second bridge to cope with the economic and industrial growth of the two states as reflected in the increasing volume of traffic, consideration was given to the construction of the bridge as a toll structure. In order to accomplish this fact, it was necessary to submit the plan as determined by the respective highway departments for the consideration of the respective Legislatures of the two states in order that enabling legislation might be passed so that tolls could be restored on the existing bridge as part of the ultimate toll structure upon completion of the new bridge. Both Legislatures proceeded to enact such legislation upon the recommendation of the Highway Departments of Oregon and Washington as embodied in the submitted reports. The Legislatures of both states and the respective Commissions reviewed the reports carefully and likewise gave consideration to all phases of navigation as would be affected by the construction of this proposed bridge. It was the opinion of the members of the Legislature that the proposed plan was sound and in view of the necessity for increased highway facilities at this point and with full consideration of the navigation interests, approval was given by both Legislatures by the adoption of legislation directing the State of Oregon through the Oregon State

Highway Commission, and the State of Washington through the Washington Toll Bridge Authority, to proceed as rapidly as possible in the construction of the proposed bridge.

The basic planning of the Washington State Highway Department in the construction of the Vancouver Freeway at an estimated cost of $7,000,000 gave full consideration to a parallel bridge as a means of full access to the State of Oregon. The State of Washington, through legislative action, provided large sums of monies through the issuance of bonds to not only construct the Vancouver Freeway but likewise to construct Highway 99 north from Vancouver to Olympia, all as an integral part of the modernization of Highway 99 which is on the interstate system and likewise the construction of the second bridge as proposed.

It was evident that a problem existed as to necessary navigation clearances with the obstruction of the Port of Vancouver docks. Recognizing the need from a navigation standpoint to make adjustments to this particular location, arrangements were entered into with the Port of Vancouver to remove a portion of this dock in order to provide ample clearances for movement of vessels through the lift spans of both bridges. I mention this fact in view of the demands of navigation with respect to the structure in order that the same facilities would be provided as now exist on the present bridge.

The Vancouver Freeway which is of modern design is now well under way with a completion date in late 1954 or early 1955. Provisions were made in the design of the interchange at the Washington approach to the bridge to comply with necessary approach ramps to the proposed new bridge.

In full consideration of all factors contingent upon the decisions of the respective states in the choice of a second bridge parallel to the existing structure, each phase of sound planning was thoroughly explored, inclusive of highway and navigation traffic. A summary of salient points of the request

for a permit to construct this bridge is as follows:

1. Joint approval of the Oregon and Washington Highway Departments on the site selected.

2. Approval by the Legislatures of Oregon and Washington as reflected in legislation authorizing the placing of tolls on the existing bridge as well as the proposed new structure.

3. Joint acceptance by the Oregon State Highway Commission in designing and constructing the bridge, whereas the Washington Toll Bridge Authority will assume the financing and collection of tolls.

As the State Highway Commissions and Highway Departments of Oregon and Washington, the Washington Toll Bridge Authority and the State Legislatures of Oregon and Washington have given full consideration to the need for a second bridge between Vancouver and Portland and have accepted the plan of the parallel bridge, it is full evidence of the soundness of planning and, therefore, we respectfully request that this permit be allowed as set forth in this application.

NT

NOTED
W. C. WILLIAMS

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39th st " 31 37 1/2 "
st Johns " 39 12 "
Gateway " 9 100 "
Delaware " 19.5 " "
Tunnel " 24 100 "

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OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Portland, Oregon
November 10th, 1953

SUBJECT:

NOTED
W. C. WILLIAMS

To: Assistant State Highway Engineer
Salem, Oregon

Dear Sir:

I talked to Captain Shaver of the Shaver Transportation Company today in regard to opposition that appears to be developing to our plans for the new Interstate Bridge across the Columbia River. I believe he discussed this at some length with you previously.

Captain Shaver mentioned that a meeting of the special committee of the Inland Waterway Association that is concerned with this bridge is meeting at 10:00 A.M. November 16th in Mr. Herbert West's room in the Multnomah Hotel. He thought that if possible, you should attend this meeting, and that if you were not available, a representative of the department should attend. I told him that I would pass this information on to you.

Yours very truly,

R. H. DEARBORN
Division Engineer

RHD:W
cc: W. C. Williams

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November 6, 1953

District Engineer
Corps of Engineers, U. S. Army
628 Pittock Block
Portland 5, Oregon

Dear Sir:

I am attaching hereto a brief that I will present on the occasion of the Interstate Bridge hearing in Portland on November 19.

Supplementing this brief, will state that an examination of the records reveals that, since 1937 when our records on this structure began, there have occurred only three collision accidents involving river traffic—this in a period of 16 years—and these accidents were minor in character. There is no record of any trouble whatsoever in passing log rafts through the bridge.

Under separate cover I am sending you a copy of the joint investigation by the State Highway Departments of Oregon and Washington of the site for a bridge across the Columbia River between Portland, Oregon and the Vancouver, Washington, vicinity; also, a plan showing the location of the draw spans and of the new bridge with respect to the present bridge and the proposed removal of part of the dock and warehouse on the Washington shore.

Very truly yours,

R. H. Baldock
State Highway Engineer

RHB:hi
Attach.

INTERSTATE BRIDGE

SUMMARY

Complaints in Correspondence Files

June 13, 1936 — Shaver Transportation Company complained that on June 12 - 3:15 A.M. Tug "Cruiser" down stream signalled Bridge 5 times, no answer - finally opened.
June 12 and 13 "Smithy" whistled 4 times before bridge finally opened, 5:00 A.M. on 13th - No answer. Investigation - Whistles inadequate when wind against them. Telephones were installed at each of the gates, so gatemen can report to operator if they hear a signal that operator does not hear.

December 4, 1939 — Letter by Collier regarding lost time to Highway traffic month of November 1939 - 159 openings, 662 minutes or 11 hours - ADT = 600 = 6600 car hours of delay to Highway Traffic.

September 2, 1941 — Complaint from M. H. Beach, Manager Columbia Basin River Operators 510 Lewis Building, Portland regarding failure of Drawbridge to function properly at time. Reply by Ford - new electrical equipment just installed, there should be no more delays.

September 3, 1941 — Steamer "Jean" down river with raft in tow called for Bridge 2:40 P.M. - received clear signal but operator could not clear draw on account of troop convoy. Controls then failed on account of interlock switch. Boat had to turn and had lost time. No damage. No claim.

April 22, 1943 — 10:05 A.M. - Fish Troller - Broke one or maybe both of his trolling poles off. Operators made statement but no claim ever made.

January 10, 1946 — "Robert Gray" - Complaint made of close call and general delay in opening - pointed out danger due to swift water for turning. Answer by Skelton 2-4-46 after investigating - your boat confused our operator by giving short blasts commonly understood to be a rescinding signal. Draw was raised and boat passed through after turning. "Robert Gray" makes many trips under bridge without an opening.

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INTERSTATE BRIDGE

SUMMARY

Daily Entries in Operators Log

July 22, 1953 3:33 P.M.	Yacht "Blackfish" held up 2 minutes.
March 27, 1953 3:53 P.M.	Tug "Patricia" held up 6 minutes on account of accident - south end of bridge.
February 27, 1953 6:45 P.M.	No signal heard - raised span when boat seen. It had turned however, and came back through 25 minutes later.
November 30, 1952 11:35 P.M.	"Jean" and barge held up 1 hr. 15 min. Interlock went out - some ice on buss bars.
November 12, 1952 7:59 P.M.	C G "White Bush" held up - Coast Guard Boat stood down stream 15 minutes - no signal - finally came through.
August 9, 1951 4:44 P.M.	"Rampart" held 6 min. - wreck on lift span. Traffic backed up to 3rd Street, Vancouver. 4 minutes for opening.
June 25, 1951 9:00 P.M.	A little delay to Winquatt on account of switching generators.
May 23, 1951 4:15 P.M.	Delay on opening to"Chinook"- car ran into rear of truck on drawspan.
April 22, 1951 7:02 A.M.	Delay to Lew Russell Brs - car hit gates - Oregon end.
May 17, 1950 3:42 A.M.	"Peter W" failed to hear signal due to strong NW wind caused 2 minutes delay.
March 31, 1950 7:09 P.M.	"Blue Bill" held up 10 minutes - 5 car wreck under Washington Barrier.
Jan. 22, 1950 4:26 A.M.	"Peter W" delayed by ice made long opening, 16 minutes.
September 29, 1949 9:08 P.M.	"Oho" held up 5 min. - wreck on drawspan.
July 18, 1949 2:10 P.M.	"Patricia" held up 7 min. - Low voltage.
June 14, 1949 6:41 A.M.	"Russel" held up 1 min. - signal not audible above traffic noise.
April 6, 1949 1:13 A.M.	"Peter W" delayed 3 or 4 min. - no one heard whistle.
February 12, 1949 1:35 P.M.	"Wingvott" traffic delayed 7 min. - gates failed Oregon end.
January 2, 1949 7:39 A.M.	Tug delayed - ice on bus bar.

INTERSTATE BRIDGE

SUMMARY

Daily Entries in Operators Log

December 28, 1948	1:26 P.M. 8:35 P.M.	"Peter W" and barges and Coast Guard W.396 held up - ice forming on bus bars., 4 and 8 minutes for opening respectively.
November 28, 1948	4:34 P.M.	"Winquatt" delayed - Captain said he whistled 3 times - were watching but heard no whistle.
November 8, 1948	8:28 P.M.	"Winquatt" delayed - no one heard whistle.
July 24, 1948	7:47 P.M.	"Shaver" delayed 6 min. - rod supporting shoe on bus bar was bent. Had to change to Oregon bar.
May 4, 1948	10:28 A.M.	"Peggy Belle" and barges delayed - Unable to hear blasts. Just heard muffled danger signal.
January 21, 1948	11:52 A.M.	"Patricia" and barges in dense fog - one barge brushed Oregon gate pier. No damage to bridge.
June 19, 1947	11:53 A.M.	"Robert Gray" delayed - Pavement burner and truck slow in getting off drawspan.
April 17, 1947	2:02 P.M.	"Polhemus" and barge - no signal - but opened span.
March 24, 1946	2:53 A.M.	"Patricia" and barge - delayed 2 min. - difficulty stopping traffic.
March 1, 1946	3:32 P.M.	"Jean" delayed - Power off from 3:32 to 3:53 P.M.
June 30, 1945	5:13 A.M.	"Burton" - delayed from 5:13 A.M. to 6:23 A.M. on account of open circuit on switch panel.
July 3, 1943	12:27 P.M.	Tug "James Russell" with 2 barges of sand, something projecting above boat scraped lower bridge cords with no damage to bridge.
May 24, 1943	1:05 A.M.	Tug boat believed to be "Invader" broke loose from oil barge and struck span No. 3 just south of pier. No apparent damage to boat or bridge.
May 3, 1943	8:26 A.M.	Tug "Modoc" slightly delayed by heavy traffic so gate tender could not get gate closed. 4 min. opening.
April 22, 1943	10:05 A.M.	"Alma" fishboat - operator did not lift span high enough and fish boat broke one of his poles off on bridge.

INTERSTATE BRIDGE

SUMMARY

Daily Entries in Operators Log

April 4, 1943	7:23 P.M.	"Magler" with oil barge struck bridge with lightstick, boat whistled as span was coming down operator did not hear it. Span down 3 min. before boat struck.
October 28, 1942	5:41 P.M.	Inland chief delayed 3 min. due to car stalled on drawspan.
August 12, 1942	5:12 P.M.	Rhododendron delayed 2 minutes, heavy traffic.
August 6, 1942	5:09 P.M.	Burton and barges delayed 4 minutes, heavy traffic.
August 4, 1942	5:05 P.M.	Myrtle and driver delayed 5 minutes, traffic jam.
July 11, 1942	4:10 P.M.	Russell delayed 2 minutes, operator did not turn on power.
May 6, 1942	10:36 P.M.	Burton allowed barges to strike Oregon pier while passing under drawspan.
April 25, 1942	9:23 P.M.	Russell with barge delayed 5 minutes, operator did not hear signal.
January 29, 1942	9:52 P.M.	Henderson with digger got up against Washington pier under draw in heavy fog - 16 minute opening.

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11-6-53

OREGON STATE HIGHWAY DEPARTMENT

INTERSTATE BRIDGE

SUMMARY

	Total Openings	Total Time Minutes	Average Time per Opening Minutes
1937	1794	7,037	4.15
1942	2700	11,249	4.17
1943	3125	13,033	4.17
1944	2126	9,642	4.54 *
1945	2255	9,745	4.32
1946	2789	11,741	4.21
1947	2630	10,712	4.07
1948	2937	12,077	4.11 *
1949	3186	13,352	4.19
1950	3582	15,169	4.23
1951	3808	16,377	4.30 *
1952	3429	14,442	4.21
(9 Mo.) 1953	2696	11,726	4.35 *
Total	36957	156,302	4.23

*1944 includes 61 openings and 939 min. for servicing lift cables and sheaves
*1948 includes 69 openings and 880 min. for ditto
*1951 includes 43 openings and 612 min. for ditto
*1953 includes 65 openings and 1223 min. for ditto
Sub-Total 238 3654 = 15.35 min.

Total Openings for Traffic	35025	145611	4.16

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11-6-53

INTERSTATE BRIDGE

SUMMARY

Collision Accidents involving River Traffic

July 31, 1942 — Dredge "Sandy" 4:13 P.M. Tug "Companion" gave no signal operator assumed boat was proceeding to dock at Vancouver. Barge superstructure struck bridge and was damaged. Repairs costs in amount of $926.25 claimed by owners but denied by Highway Department. There were many witnesses that no signal was given, including Army guards on bridge.

February 5, 1945 — Tug "Philip R" towing General Construction Company barge with Northwest Crane Derrick No. 80 with 97' boom - 11:15 P.M. No light on boom. Operator unable to see boom but went up to 35', gateman said go higher - operator went up to 50' and started to go higher when tip of boom struck bridge. Witnesses proved boom not lighted and claim for $2,000 repairs plus $1474.75 for loss of use was denied in Federal Court June 10, 1947.

December 3, 1945 — 2:13 P.M. Two tugs "Gee Gee" and "Victory" owned by Atlas Towboat Company pushing barge and derrick "Woodland" by Gilpin Construction Company having 75' boom. Operator lifted Bridge to 40' and telephoned asking gate tender if bridge would clear - gateman said not sure. Operator took bridge up to 50' - 84' above water. Boom struck bridge and was damaged in amount of $377.40. Claim allowed by Highway Commission February 25, 1946.

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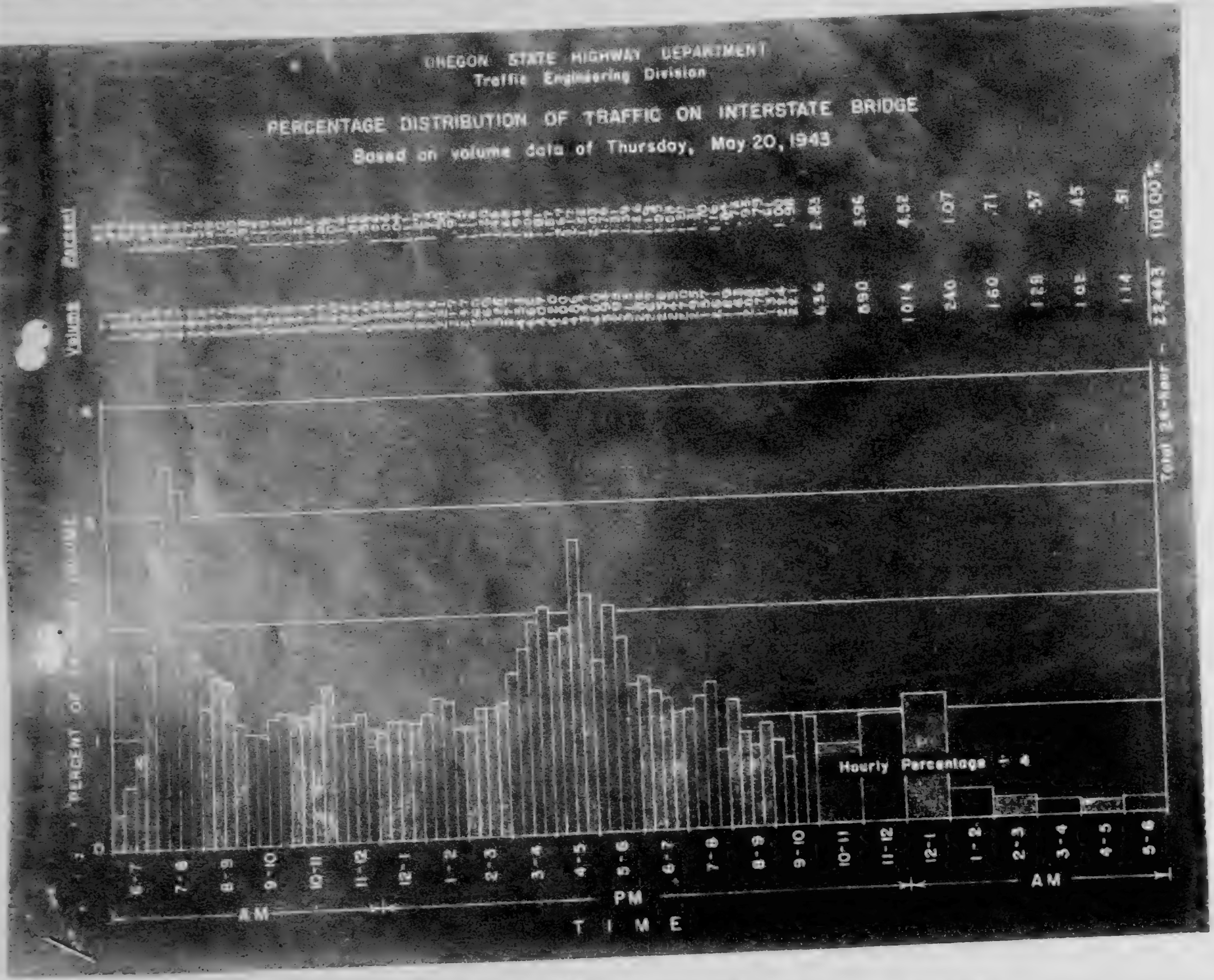
11-6-53

OREGON STATE HIGHWAY DEPARTMENT
Traffic Engineering Division

PERCENTAGE DISTRIBUTION OF TRAFFIC ON INTERSTATE BRIDGE

Based on volume data of Thursday, May 20, 1943

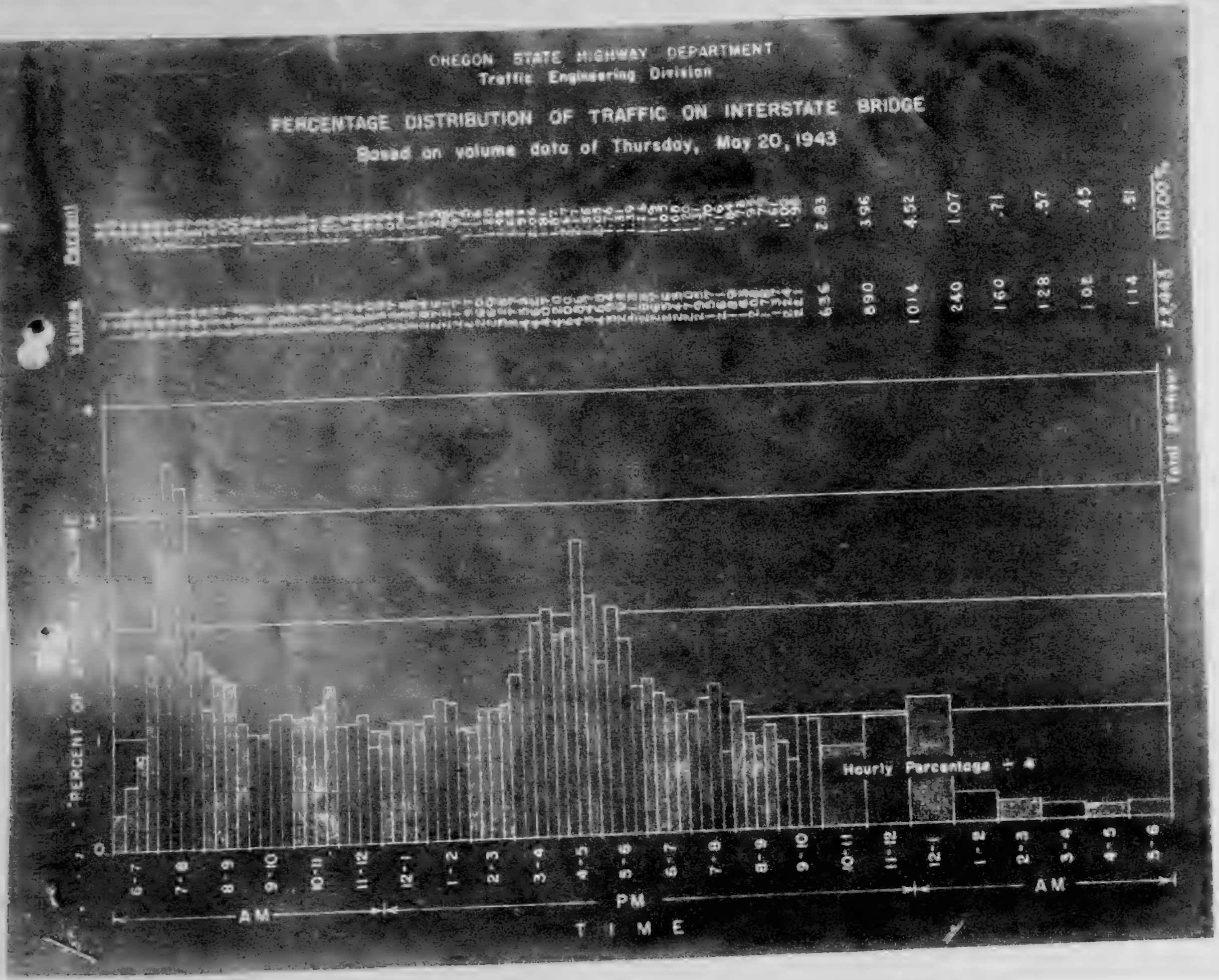
	Volume	Percent
Total 24-hour	22,322	100.00
12 PM - 1 AM	341	1.5
1 - 2	258	1.1
2 - 3	181	.8
3 - 4	103	.5
4 - 5	129	.6
5 - 6	160	.7
6 - 7	240	1.07
7 - 8	1014	4.52
8 - 9	650	2.91
9 - 10	456	2.05
10 - 11	494	2.21
11 - 12	1,044	4.68
12 - 1 PM	1,044	4.68
1 - 2	1,044	4.68
2 - 3	1,044	4.68
3 - 4	1,044	4.68
4 - 5	1,044	4.68
5 - 6	1,044	4.68
6 - 7	1,044	4.68
7 - 8	1,044	4.68
8 - 9	1,044	4.68
9 - 10	1,044	4.68
10 - 11	1,044	4.68
11 - 12	1,044	4.68



OREGON STATE HIGHWAY DEPARTMENT
Traffic Engineering Division

PERCENTAGE DISTRIBUTION OF TRAFFIC ON INTERSTATE BRIDGE

Based on volume data of Thursday, May 20, 1943

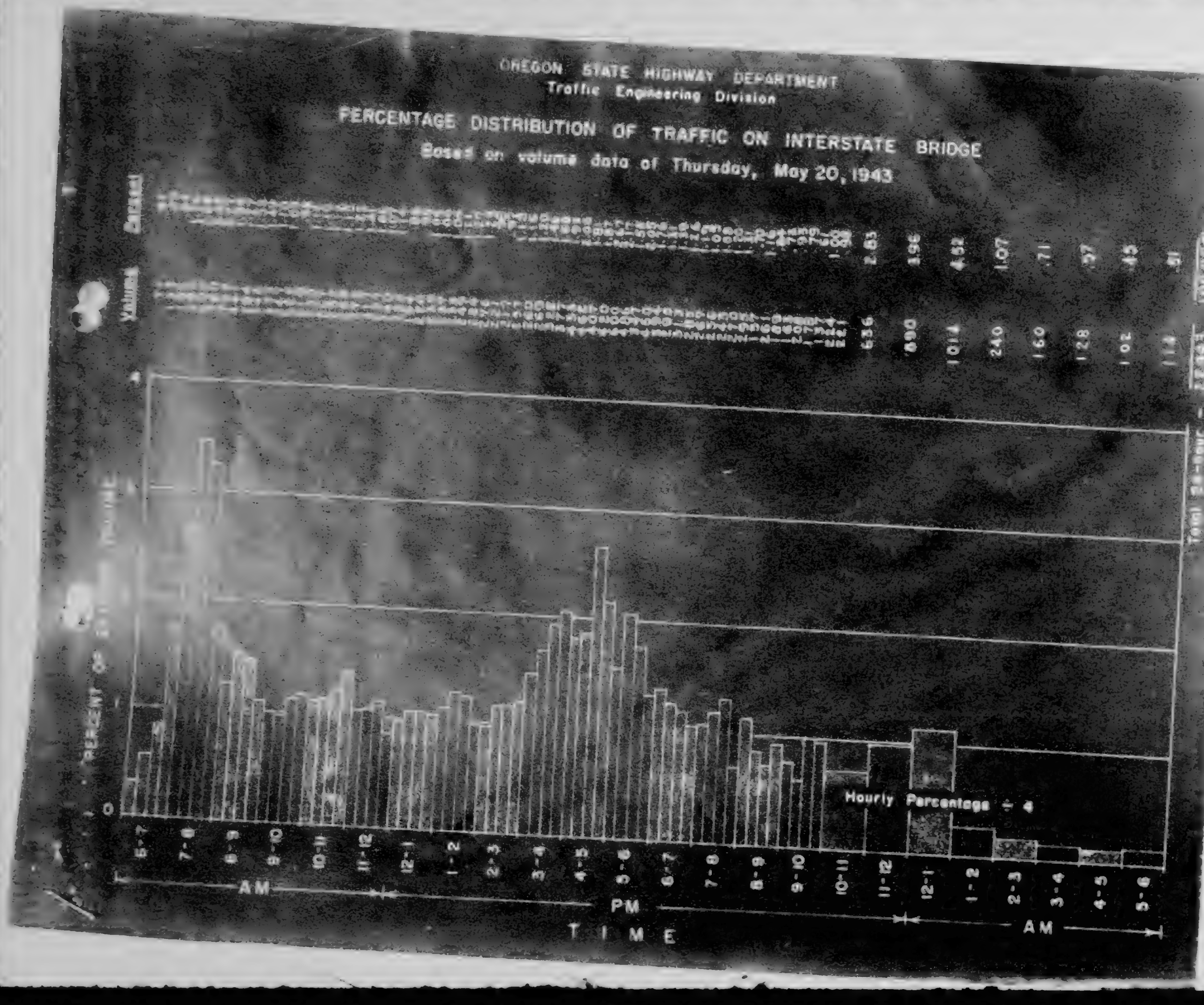


	Volume	Percent	1000's
	436	2.83	
	880	3.95	
	1014	4.52	
	240	1.07	
	160	.71	
	128	.57	
	102	.45	
	114	.51	

OREGON STATE HIGHWAY DEPARTMENT
Traffic Engineering Division

PERCENTAGE DISTRIBUTION OF TRAFFIC ON INTERSTATE BRIDGE

Based on volume data of Thursday, May 20, 1943



RECEIVED
NOV 3 1953
FOR FILING
7971
4653

November 2, 1953

Mr. Edwin Henderson
Ward 7
Barnes Hospital
Vancouver, Washington

Dear Sir:

Thank you for the suggestion in your letter of October 30. Plans for the new bridge were adopted after exhaustive studies over a period of years and based upon sound economic and engineering principles.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

Geo. C. Hester, Jr.
Administrative Assistant

GCH:lg

Vancouver, Washington
October 30, 1953

Director of Highways
State of Oregon
Salem, Oregon.

Dear Sir:

Instead of building a new Interstate Bridge, would recommend that a double decker be built with wide clover leaves on high ground so could be used from the higher deck.

Yours truly,

Edwin Henderson

A patient at Barnes Hospital Ward 7
Vancouver, Washington.

RECEIVED
NOV 2 1953
OREGON
STATE HIGHWAY COMMISSION

53

rstate Bridge has not
determined whether
lf so, the weight that

for the project may be
ear.

ly yours,

ldock
gway Engineer

lliams
State Highway Engineer

RECEIVED
OCT 26 1953
FOR FILING

7971
4653

October 23, 1953

4603

Mr. Whitcomb Crichton
6204 N. Depauw Street
Portland 3, Oregon

Dear Sir:

The design of the new Interstate Bridge has not progressed to the point where we have determined whether steel punchings will be needed, or, if so, the weight that will be needed.

It is hoped that contracts for the project may be awarded in the early summer of next year.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Assistant State Highway Engineer

GSP:gm
cc G. S. Paxson

RECEIVED
OCT 26 1953
FOR FILING

7971
4653

October 23, 1953

4603

Mr. Whitcomb Crichton
6204 N. Depauw Street
Portland 3, Oregon

Dear Sir:

The design of the new Interstate Bridge has not progressed to the point where we have determined whether steel punchings will be needed, or, if so, the weight that will be needed.

It is hoped that contracts for the project may be awarded in the early summer of next year.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Assistant State Highway Engineer

GSP:gm
cc G. S. Paxson

No. 4603
By [illegible]

ASSIGNMENT

Date October 22, 1953

Description: Letter of October 20 by Whitcomb Crichton, Portland, asking questions about proposed new Interstate bridge

Acknowledged by _____ Referred to Paxson

Investigate and report with recommendation
Investigation, such action as necessary and report
Comment or recommendation
XXX Return with rough draft of reply
Please prepare for _____ signature

PLEASE DEFER TO W. C. WILLIAMS

Assignment executed 10-23-53 Report received _____

Remarks:

1953

ross the
o find out

lift span like
or opening

the bridge to water traffic.

Can you tell me please what weight of steel punchings has been estimated to be necessary for mixing in the concrete for counter-weight purposes, and when it is expected that contracts will be let?

Very truly yours,

Whitcomb Crichton

WC:hs

W. C. WILLIAMS

RECEIVED
OCT 21 1953
OREGON STATE HIGHWAY COMMISSION
BRIDGE DEPARTMENT

RECEIVED
OCT 21 1953
OREGON
STATE HIGHWAY COMMISSION

TELEPHONES:
UNIVERSITY 5854
TRINITY 1310

WHITCOMB CRICHTON
6204 NORTH DEPAUW STREET
PORTLAND 3, OREGON

October 20, 1953

Oregon State Highway Department
Salem, Oregon

Gentlemen:

With reference to the projected new span across the Columbia River near Vancouver, I am interested to find out what type of draw span will be installed.

Will the new bridge have a counter-weighted lift span like the old bridge, or what provision will be made for opening the bridge to water traffic.

Can you tell me please what weight of steel punchings has been estimated to be necessary for mixing in the concrete for counter-weight purposes, and when it is expected that contracts will be let?

Very truly yours,

Whitcomb Crichton

WC:hs

W. C. WILLIAMS

RECEIVED
OCT 23 1953
OREGON STATE HIGHWAY COMMISSION
BRIDGE DEPARTMENT

RECEIVED
OCT 21 1953
OREGON
STATE HIGHWAY COMMISSION

FORM E-20 25M 8-51 62318

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7623

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
October 20, 1953

SUBJECT: Vancouver Interstate Bridge

To:

Mr. R. H. Baldock
State Highway Engineer

NOTED
State Highway Engr.

Dear Sir:

The U. S. Engineer's office has called my attention to Section 506 of the General Bridge Act of 1946, which reads as follows:

> "If tolls are charged for the use of an interstate bridge constructed or taken over or acquired by a State or States or by any municipality or other political subdivision or public agency thereof, under the provisions of this title, the rates of toll shall be so adjusted as to provide a fund sufficient to pay for the reasonable cost of maintaining, repairing, and operating the bridge and its approaches under economical management, and to provide a sinking fund sufficient to amortize the amount paid therefor, including reasonable interest and financing cost, as soon as possible under reasonable charges, but within a period of not to exceed thirty years from the date of completing or acquiring the same. After a sinking fund sufficient for such amortization shall have been so provided, such bridge shall thereafter be maintained and operated free of tolls. An accurate record of the amount paid for acquiring the bridge and its approaches, the actual expenditures for maintaining, repairing, and operating the same, and of the daily tolls collected, shall be kept and shall be available for the information of all persons interested."

I anticipate that the method of financing the structure will come up at the hearing. We should be prepared to give information on the subject.

Very truly yours,

G. S. Paxson
Bridge Engineer

GSP:gm

RECEIVED
1953

RECEIVED
7771
4651

CORPS OF ENGINEERS, U. S. ARMY
OFFICE OF THE DISTRICT ENGINEER
PORTLAND DISTRICT
628 Pittock Block
Portland 5, Oregon

NPPKS-4
NPP 800.6(Columbia Riv.-Bridges)-4.

October 20, 1953

NOTICE OF CHANGE OF
DATE OF PUBLIC HEARING

This notice cancels and supersedes the notice of public hearing issued October 12, 1953.

NOTED
W. C. WILLIAMS

NOTICE OF PUBLIC HEARING

The application of the OREGON STATE HIGHWAY DEPARTMENT, Salem, Oregon, for a HIGHWAY BRIDGE to be constructed across COLUMBIA RIVER at VANCOUVER, WASHINGTON, will be considered at a public hearing on the subject to be held by the undersigned at

10:00 A. M. November 19, 1953, in

Conference Room #36 (Ground Floor)
State Office Building
1400 Southwest Fifth Avenue
Portland, Oregon

The plans submitted by the Oregon State Highway Department show the proposed new bridge will be constructed parallel to and 83 feet (centerline to centerline) downstream from the existing highway bridge on Route U. S. 99, between Portland, Oregon, and Vancouver, Washington. All vertical and horizontal clearances for navigation will be identical with the existing bridge, including the lift span, and all piers will be in line with the piers of the existing bridge. Lift span clearances will be as follows:

Horizontal		263 feet
Vertical		
Above established low water, closed		39.86 feet
	Lift span raised	178.86 feet
Above a 30.8-foot flood stage, closed		9.06 feet
	Lift span raised	148.06 feet

NPPKS-4
NPP 800.6(Columbia Riv.-Bridges)-4. October 20, 1953

The purpose of the hearing is to determine the suitability of the location and adequacy of the plans in so far as navigation is concerned. All interested parties are invited to be present or represented at the above time and place, particularly navigation interests, the officials of any county, city, town or local association whose interests may be affected by the proposed work. They will be given an opportunity to express their views concerning the effect on navigation and to suggest changes considered desirable from a navigation viewpoint.

Oral statements will be heard, but for accuracy of the record all important facts and arguments should be submitted in writing, in quadruplicate, as the records of the hearing will be forwarded for consideration by the Department of the Army. Written statements may be handed to the undersigned or mailed to him beforehand.

T. H. LIPSCOMB
Colonel, Corps of Engineers
District Engineer

RECEIVED
OCT 21 1953
FOR FILING

7971
4653

October 19, 1953

The District Engineer
Corps of Engineers, U. S. Army
628 Pittock Block
Portland 5, Oregon

Your File: NPP800.6 (Col. R.-Bridges)-4

Dear Sir:

I enclose herewith the tracing and four prints of sheet 4 of plans for the proposed bridge over the Columbia River at Portland. This tracing has been corrected by deleting the State of Washington harbor lines and indicating the single combined Federal pierhead and bulkhead lines.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Assistant State Highway Engineer

WCWime

Enclosure

cc Mr. G. S. Paxson

See Bridge Dept for print

ADDRESS REPLY TO
THE DISTRICT ENGINEER
(NOT TO INDIVIDUALS)

CORPS OF ENGINEERS, U.S. ARMY
OFFICE OF THE DISTRICT ENGINEER
PORTLAND, OREGON DISTRICT
628 PITTOCK BLOCK
PORTLAND 5, OREGON

NPPKS-4

October 12, 1953

REFER TO FILE
NO. NPP800.6(Col.R.-Bridges)-4

Oregon State Highway Department
Salem,
Oregon

ATTENTION: Mr. R. H. Baldock, State Highway Engineer

Gentlemen:

Acknowledgment is made to your application dated October 1, 1953, for approval of the location and plans for a new highway bridge across Columbia River between Portland, Oregon, and Vancouver, Washington.

The public hearing on the application is scheduled for 10:00 A.M., November 12, 1953, in conference room number 36 of the State Office Building in Portland. Three copies of the notice are inclosed for your convenience.

The plans submitted appear to be satisfactory with the exception of sheet 4, which shows an inner and outer harbor line. These are believed to be State of Washington harbor lines which have no bearing on action by the Department of the Army. The tracing of sheet 4 is inclosed for deletion of the State of Washington harbor line, and the inclusion of the single combined Federal pierhead and bulkhead lines. If you do not have a copy of the Federal Harbor Line map for Vancouver, it will be furnished you upon request for making the corrections.

Corrected 10/16/53

FOR THE DISTRICT ENGINEER:

Very truly yours,

Frank C. Ragsdale

T. W. RAGSDALE
Chief, Operations Division

2 Incl
1. Tracing Prop. Br. over Col. Riv. (Sheet 4 only)
2. Public Notice (trip)

RECEIVED
OCT 13 1953
OFFICE OF
STATE HIGHWAY ENGINEER

CORPS OF ENGINEERS, U. S. ARMY
OFFICE OF THE DISTRICT ENGINEER
PORTLAND DISTRICT
628 Pittock Block
Portland 5, Oregon

NPPKS-4
NPP 800.6(Columbia Riv.-Bridges)-4

October 12, 1953

NOTICE OF PUBLIC HEARING

The application of the OREGON STATE HIGHWAY DEPARTMENT, Salem, Oregon, for a HIGHWAY BRIDGE to be constructed across COLUMBIA RIVER at VANCOUVER, WASHINGTON, will be considered at a public hearing on the subject to be held by the undersigned at

10:00 A. M. November 12, 1953, in

Conference Room #36 (Ground Floor)
State Office Building
1400 Southwest Fifth Avenue
Portland, Oregon

The plans submitted by the Oregon State Highway Department show the proposed new bridge will be constructed parallel to and 83 feet (centerline to centerline) downstream from the existing highway bridge on Route U. S. 99, between Portland, Oregon, and Vancouver, Washington. All vertical and horizontal clearances for navigation will be identical with the existing bridge, including the lift span, and all piers will be in line with the piers of the existing bridge. Lift span clearances will be as follows:

Horizontal		263 feet
Vertical		
Above established low water,	closed	39.86 feet
	Lift span raised	178.86 feet
Above a 30.8-foot flood stage,	closed	9.06 feet
	Lift span raised	148.06 feet

The purpose of the hearing is to determine the suitability of the location and adequacy of the plans in so far as navigation is concerned. All interested parties are invited to be present or represented at the above time and place, particularly navigation interests, the officials of any county, city, town or local association whose interests may be affected by the proposed work. They will be given an opportunity to express their views concerning the effect on navigation and to suggest changes considered desirable from a navigation viewpoint.

Encl 2[3]

NPPKS-4
NPP 800.6 (Columbia Riv.--Bridges)-4

October 12, 1953

Oral statements will be heard, but for accuracy of the record all important facts and arguments should be submitted in writing, in quadruplicate, as the records of the hearing will be forwarded for consideration by the Department of the Army. Written statements may be handed to the undersigned or mailed to him beforehand.

T. H. LIPSCOMB
Colonel, Corps of Engineers
District Engineer

RECEIVED
SCANNING

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YAKIMA
L. B. WALLACE, MEMBER
BELLINGHAM
R. A. MOISIO, MEMBER
TACOMA
OSCAR E. STONE, MEMBER
SPOKANE
JUDGE GEORGE B. SIMPSON, MEMBER
VANCOUVER

7971
465

STATE OF WASHINGTON
ARTHUR B. LANGLIE, GOVERNOR

WASHINGTON STATE HIGHWAY COMMISSION
DEPARTMENT OF HIGHWAYS

W. A. BUGGE, DIRECTOR
TRANSPORTATION BUILDING
OLYMPIA

DISTRICT OFFICES
NO. 1 SEATTLE 4
450 SPOKANE ST.
NO. 2 WENATCHEE
P. O. BOX 98
NO. 3 OLYMPIA
P. O. BOX 327
NO. 4 VANCOUVER
4200 MAIN STREET
NO. 5 YAKIMA
P. O. BOX 52
NO. 6 SPOKANE 21
N. 2020 MAYFAIR ST.

NOTED

October 14, 1953

COPY

Mr. Herbert G. West, Executive Vice President
Inland Empire Waterways Association
P. O. Box 98
Walla Walla, Washington

Dear Sir:

Your letter of October 7, 1953 relating to the construction of a new Interstate Bridge, Vancouver to Portland, is acknowledged.

By agreement between the two states, Oregon is going to design the new bridge and for that reason your letter, dealing with design features as it does, is being forwarded to the Oregon Highway Department from which department you may anticipate a direct reply to your letter.

The State of Washington is vitally interested in this proposed new bridge and you may be assured that we shall be glad to sit in on any conferences for the purpose of discussing any features in connection with the proposed bridge.

Very truly yours,

W. A. BUGGE
Director of Highways

WAB:hm
cc: Oregon State Highway Department

RECEIVED
OCT 15 1953
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
OCT 14 1953
FOR FILING

October 12, 1953

Inland Empire Waterways Association
P. O. Box 98
Walla Walla, Washington

Attention: Mr. Herbert G. West
Executive Vice President

Gentlemen:

Reference is made to your letter of October 7 in which you asked for information in regard to the construction of the proposed bridge to be located downstream from the present highway bridge across the Columbia River at Vancouver.

The center line of the proposed new bridge is to be located 83' downstream from and parallel to the center line of the existing highway bridge.

The drawbridge span is to be a vertical-lift span identical with the lift span of the present bridge. The horizontal clearance between the piers of this lift span is 263'0". The vertical clearance, when the lift span is in the open position, is 155.26' above ordinary high water at Elevation 23.6 and is 148.06' above the extreme high water at Elevation 30.8.

We are now about fifty per cent complete in the preparation of the plans, and at the present time plan on calling for bids some time during the fall of 1954. The approximate starting date for construction probably would be within a month of the date of letting the contract.

If you would like to have a conference in regard to the navigation aspects of the proposed bridge, I will be available during the coming week.

Very truly yours,

R. H. Baldock
State Highway Engineer

PMS/ds

cc G. S. Paxson

INLAND EMPIRE WATERWAYS ASSOCIATION

P. O. BOX 98 TELEPHONE 341-342
WALLA WALLA, WASHINGTON

October 7, 1953

OFFICERS

President—
CHARLES BAKER Walla Walla, Wn.

Executive Vice-President—
HERBERT G. WEST Walla Walla, Wn.

Vice-President for Oregon—
HON. JAMES H. STURGIS Pendleton, Ore.

Vice-President for Idaho—
ROY HUFFMAN Lewiston, Idaho

Vice-President for Washington—
A. C. AMON Kennewick, Wn.

Treasurer—
R. E. BURROWS Walla Walla, Wn.

Counsels—
THOMAS J. WHITE Jackson Tower Portland, Ore.
ARTHUR L. HAWMAN Drumheller Building Walla Walla, Wn.

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FRED CANN Moscow, Idaho
GLENN MILLER Nez Perce, Idaho

Mr. William A. Bugge,
Director,
Department of Highways,
State of Washington,
Transportation Building,
Olympia, Washington

Dear Mr. Bugge,

It is our understanding that the Oregon and Washington Highway Commissions have under consideration, construction of a new bridge, approximately 40 feet west and downstream from the present highway bridge at Vancouver.

We are interested and concerned regarding certain features of the bridge; namely, the vertical clearance above high water and the horizontal clearance between piers. Likewise, we are interested in the construction of the drawbridge part---what is contemplated. Our interest, of course, is that of free movement of commerce. You are well aware the Federal Government is spending several billiors of dollars in providing extension of inland navigation upstream, and we would like to make certain that there will be no bottleneck downstream.

We are holding our Twentieth Annual Meeting in Portland, October 19 and 20, and would like to have some basic information prior to that time. We should like to arrange for a conference where the up-river Port Districts in Oregon and Washington, along with the Port of Portland, Commission of Public Docks, ports of Vancouver and Longview, may have a conference with you regarding the navigation aspects of the bridge.

Would you kindly advise me, also, as to how far along you are in the plans and the approximate starting date of construction.

Any information that you can provide within the next three or four days will be sincerely appreciated.

With best wishes and kind regards.

Sincerely,

H. G. West

HERBERT G. WEST
Executive Vice President

HGW:de

RECEIVED
FOR FILING

7971

4653

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
October 2, 1953

SUBJECT: Vancouver Interstate Bridge

To:
Mr. R. H. Baldock
State Highway Engineer

Dear Sir:

Mr. Geo. G. Cadwell, President of the Port of Vancouver, has returned the tracings for the War Department permit, accompanied by the attached letter. While we know that the right-of-way matters mentioned in this letter will be carried out in accordance with the understanding that we had at the last Vancouver conference, I am doubtful as to whether the Oregon Highway Department can endorse the letter as requested, since these right-of-way matters are to be handled by Washington.

I am having the necessary prints made from the tracings and Miss Erpelding will have the letter of application and all the necessary exhibits ready to mail. I would suggest that we go ahead and make our application even though you do not feel that we should sign the attached letter. I would suggest, however, that if you do not sign the letter and return it to Mr. Cadwell, you phone him and explain our position and what we are doing. Mr. Cadwell has a Portland office; his telephone number is BR 0613.

Very truly yours,

G. S. Paxson
Bridge Engineer

GSP:gm
Encl

PORT OF VANCOUVER

PORT COMMISSIONERS
Geo. G. Cadwell, President
Richard J. Larson, Secretary
Thomas E. Meade, Commissioner

VANCOUVER, WASHINGTON

September 29, 1953

Phones:
Portland TW. 8803
Vancouver 3-3611

Mr. G. S. Paxson
Bridge Engineer
Oregon State Highway Department
Salem, Oregon

Dear Mr. Paxson:

Acknowledgment is made of your letter of September 22nd, 1953, with attached tracings indicating the proposed plans in connection with construction of the New Interstate Bridge across the Columbia River.

So far as the Port of Vancouver is concerned, it has no objections to the details as shown on these preliminary plans and our approval is indicated on the tracings with the firm understanding that a satisfactory right of way transaction will be concluded whereby the Port of Vancouver will be reimbursed satisfactorily for the losses sustained by it through the removal of that portion of Terminal No. 1 as indicated on Tracing #4, and other possible affected areas.

Approval of the proposed plan is given with the further understanding that this satisfactory right of way agreement will be concluded and payment therefor made within a period of not to exceed one year from and after Jan. 1st, 1954, and further it is required that the Port of Vancouver have at least six months notice in advance of the date under which any work is undertaken affecting the operation of Terminal No. 1.

It is also understood that a definite decision regarding this transaction will be reached within a period of 60 days. Please indicate your acceptance of the above as indicated, and return for our files.

Very truly yours,

RECEIVED
OCT - 2 1953
OREGON STATE HIGHWAY COMMISSION
BRIDGE DEPARTMENT

BOARD OF COMMISSIONERS,
PORT OF VANCOUVER

Geo. G. Cadwell

Geo. G. Cadwell, President

GGC/mw

ACCEPTED:

Oregon State Highway Department

By_____
(Title)

RECEIVED
OCT 2 1953
OREGON
STATE HIGHWAY COMMISSION

STATE OF OREGON)
) ss
County of Marion)

I, H. B. Glaisyer, Secretary of the Oregon State Highway Commission, do hereby certify that the attached excerpt from the minutes of the meeting of Oregon State Highway Commission of May 18 and 19, 1953, entered in Volume XXXVIII of the minute book whereby the Commission authorizes the Engineer to make application to the U. S. War Department for a permit to construct a bridge across the Columbia River between Vancouver and Portland, has been compared by me with the original, and that the same is a true and correct copy of said portion of the minutes and of the whole thereof.

IN WITNESS WHEREOF, I have hereunto set my hand and the official seal of the Oregon State Highway Commission this 2nd day of October, 1953.

H. B. Glaisyer

Secretary
OREGON STATE HIGHWAY COMM.

Portland, Oregon
May 18, 1953

The State Highway Commission met in regular session at 9:00 a.m. in the Green Room of the Imperial Hotel. Present were:

Ben R. Chandler, Chairman
Charles H. Reynolds, Commissioner
M. K. McIver, Commissioner
R. H. Baldock, State Highway Engineer
W. C. Williams, 1st Assistant State Highway Engineer
W. W. Stiffler, 2d Assistant State Highway Engineer
C. W. Enfield, Chief Counsel
R. L. Porter, Right of Way Engineer
C. H. Armstrong, Parks Superintendent
C. H. Maison, Manager, Accounting Division
Floyd Query, Acting Secretary

****

The Engineer requested that authority be granted him to make application to the U. S. War Department for a permit to construct a bridge across the Columbia River between Vancouver and Portland. He explained that the states of Oregon and Washington have each passed legislation necessary to permit construction of this bridge, and one of the first steps to be taken is the securing of the permit from the U. S. War Department. The Commission granted the authority as requested.

****

RECEIVED
FOR FILING
7971
4653

October 1, 1953

The District Engineer
Corps of Engineers
U. S. Army
628 Pittock Block
Portland 5, Oregon

Dear Sir:

Application is hereby made by the Highway Department of the State of Oregon, at Salem, Oregon, for approval by the Chief of Engineers and the Secretary of the Army of plans for a bridge to be constructed across the Columbia River at a point 83 feet downstream from the existing bridge between Vancouver, Washington, and Portland, Oregon, 104.5 miles above the mouth of the river, as shown on the attached plans.

Legal authority for the structure is found in the General Bridge Act of 1946. Enclosed herewith is an excerpt from the minutes of the Oregon State Highway Commission authorizing this application. The structure will be jointly owned by the State of Washington and the State of Oregon. Design and supervision of construction will be by the State of Oregon. Operation after construction will be by the Washington Toll Bridge Authority. Attached are copies of Senate Bill No. 197, passed by the Legislature of the State of Washington and approved by Arthur B. Langlie, March 17, 1953, and copies of Sections 100-3290a and 100-3290b, Oregon Laws, authorizing the project by the two states.

The existing structure is to remain in place to carry three lanes of traffic northbound. The proposed new structure is to carry three lanes southbound. Vertical and horizontal clearances of the new structure are identical with those provided by the existing structure. Arrangements have been made with the Port of Vancouver to remove 120 feet of the east end of the port dock so that 43 feet more distance is given between the new structure and the dock than there now is between the old bridge and the existing dock.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Assistant State Highway Engineer

GSP:gm
cc W. A. Bugge
G. S. Paxson

Encls.

COPY

CHAPTER 132

SENATE BILL NO. 197

AN ACT Providing for toll bridges across the Columbia river between Vancouver, Washington and Portland, Oregon

BE IT ENACTED BY THE LEGISLATURE OF THE STATE OF WASHINGTON:

Section 1. The Washington toll bridge authority is hereby authorized in conjunction with the Oregon state highway commission to erect an additional bridge or so much thereof as may be agreed upon with the Oregon state highway commission, including approaches thereto, across the Columbia river adjacent to the existing interstate bridge between Vancouver, Washington and Portland, Oregon. Such additional bridge shall be an integral part of U. S. Highway No. 99, and to the Oregon boundary shall be a part of Primary State Highway No. 1.

Sec. 2. The Washington toll bridge authority is authorized to join with the Oregon state highway commission in operating the new bridge provided for herein, together with the existing interstate bridge, as toll bridges and shall impose and collect tolls from users of both bridges for the purpose of creating revenue sufficient to pay the cost and incidental expenses of construction of the new bridge including approaches thereto in both states, payment of interest on bonds, financing costs, and the cost of maintaining and operating both of said bridges while said bridges are operated as toll bridges.

Sec. 3. The Washington toll bridge authority and the Washington state highway commission are hereby authorized to enter into such agreements with the Oregon state highway commission as they shall find necessary or convenient to carry out the purposes of this act.

Sec. 4. Both the existing interstate bridge and the new bridge herein provided for shall be operated as toll free bridges whenever all bonds and interest thereon issued for the construction of the said new bridge shall have been paid.

Passed the Senate March 6, 1953.

Emmett T. Anderson (sgd.)

President of the Senate.

Passed the House March 4, 1953.

R. Mort Frayn (sgd.)

Speaker of the House.

Approved March 17, 1953

Arthur B. Langlie (sgd.)
Governor of Washington

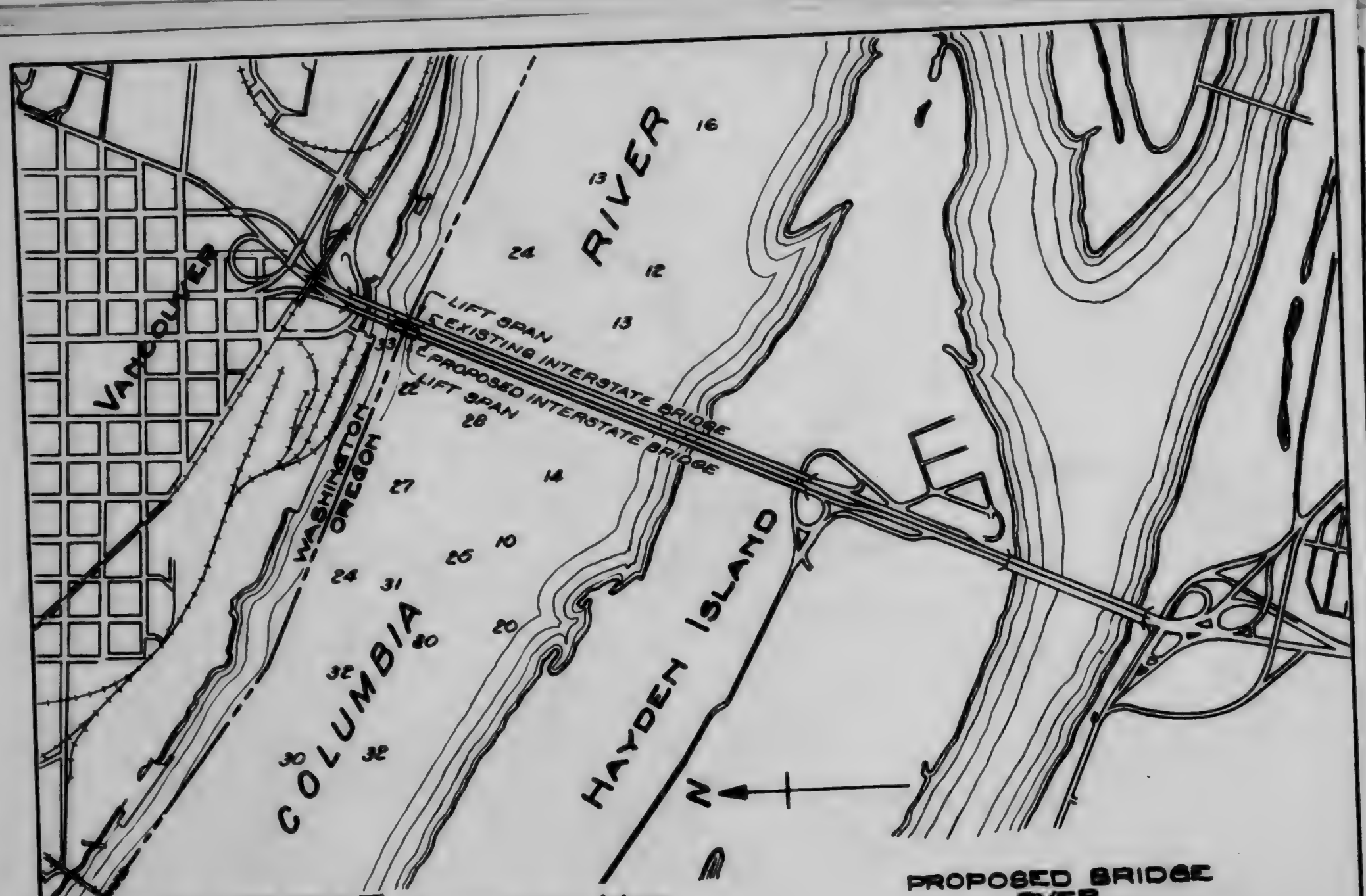
COLUMBIA RIVER BRIDGES

Section 100-3290n. Acquisition, improvement, operation and maintenance: Authority of commission.

The Oregon state highway commission in the name of the state of Oregon is hereby granted and vested with authority and power to construct, reconstruct, purchase, rent, lease or otherwise acquire, improve, operate and maintain a bridge or bridges over the Columbia River to the state of Washington. (L. 1941, ch. 202, sec. 1.)

Section 100-3290o. Agreements for carrying out powers granted: Authority of commission.

The Oregon state highway commission is hereby granted and vested with authority and power in the name of the state of Oregon to make and enter into agreement or agreements with the government of the United States or any of its agencies, with the state of Washington, any county, municipality, port or other political subdivisions or agencies of the state of Washington, any county, municipality, port or any other political subdivisions of the state of Oregon, with any person, persons, individuals, associations, corporations, domestic or foreign, for the purpose of carrying out or putting into effect the right, power and authority granted by any of the provisions of this act or by any other law. (L. 1941, ch. 202, sec. 2.)



SOUNDINGS AND ELEVS. ARE IN FT. AND REFER TO COLUMBIA RIVER DATUM, 1929 ADJUSTMENT. LOW WATER 1.4 FT. ABOVE M.S.L.
MILES ABOVE MOUTH - 104.5

LOCATION MAP

0 500 1000 2000

SCALE IN FEET

APPROVED:
PORT OF VANCOUVER, WASH.

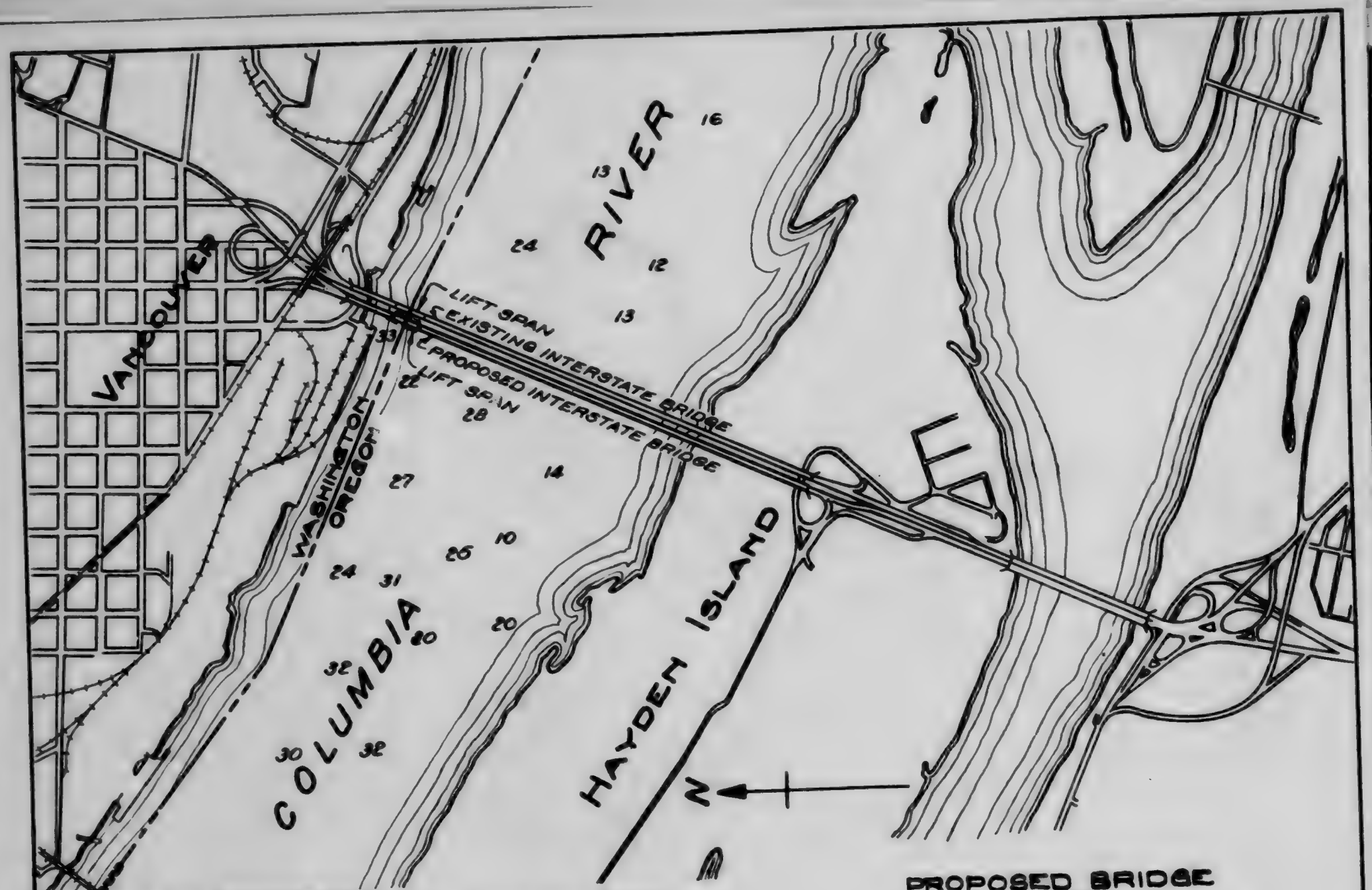
PRESIDENT

SECRETARY

PROPOSED BRIDGE OVER COLUMBIA RIVER AT PORTLAND

PACIFIC HIGHWAY - MULTNOMAH CO.
SEC. 34 - T2N - R1E - W.M.
APPLICATION BY
OREGON STATE HIGHWAY COMMISSION
JULY 3, 1953

SHEET 1 OF 4



SOUNDINGS AND ELEVS. ARE IN FT. AND REFER TO COLUMBIA RIVER DATUM, 1929 ADJUSTMENT. LOW WATER 1.4 FT. ABOVE M.S.L. MILES ABOVE MOUTH - 104.5

LOCATION MAP

0 500 1000 2000

SCALE IN FEET

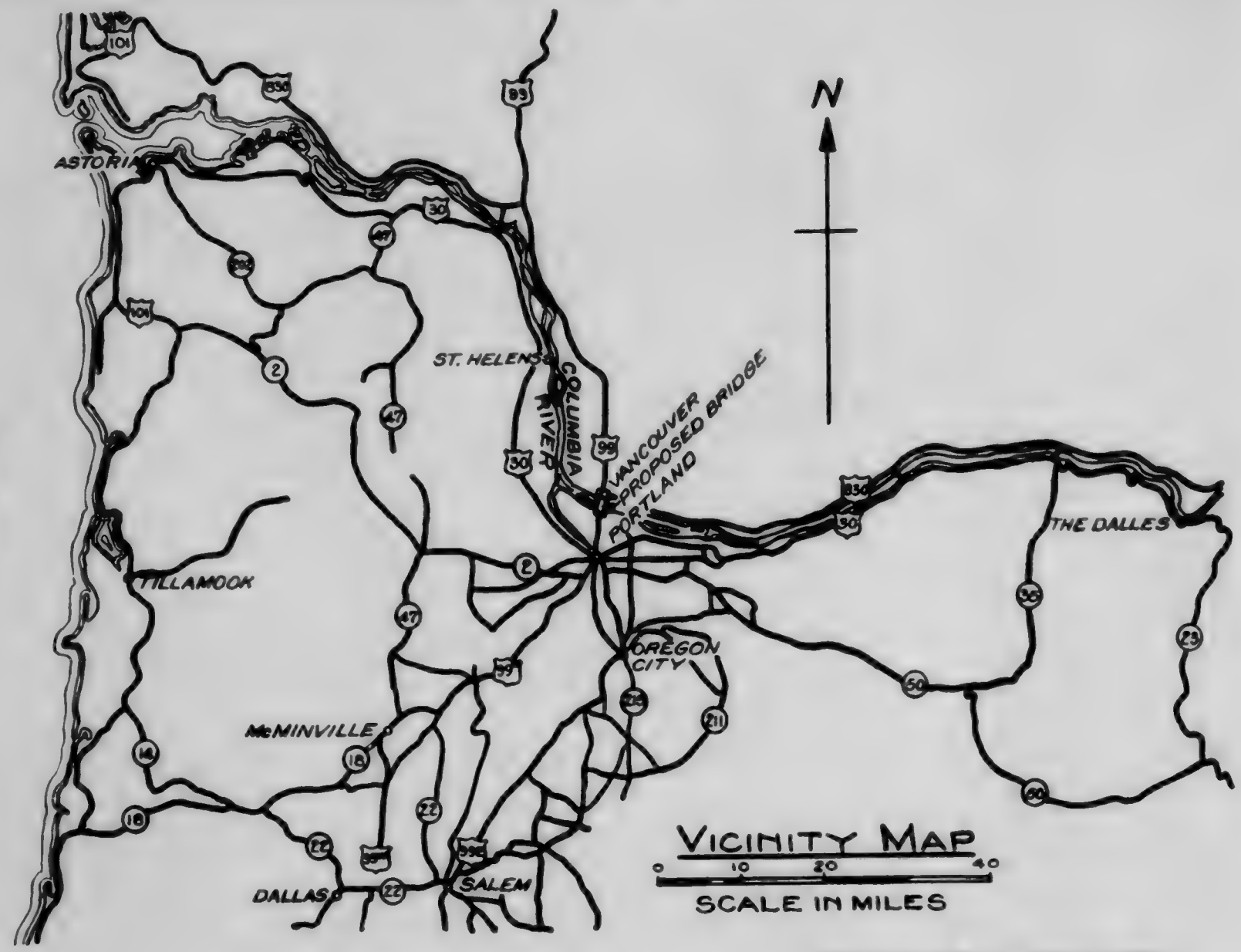
APPROVED:
PORT OF VANCOUVER, WASH.

PRESIDENT

SECRETARY

PROPOSED BRIDGE OVER
COLUMBIA RIVER
AT
PORTLAND
PACIFIC HIGHWAY - MULTNOMAH CO.
SEC. 34 - T2N - R1E - W.M.
APPLICATION BY
OREGON STATE HIGHWAY COMMISSION
JULY 3, 1933

SHEET 1 OF 4



VICINITY MAP

0 10 20 40

SCALE IN MILES

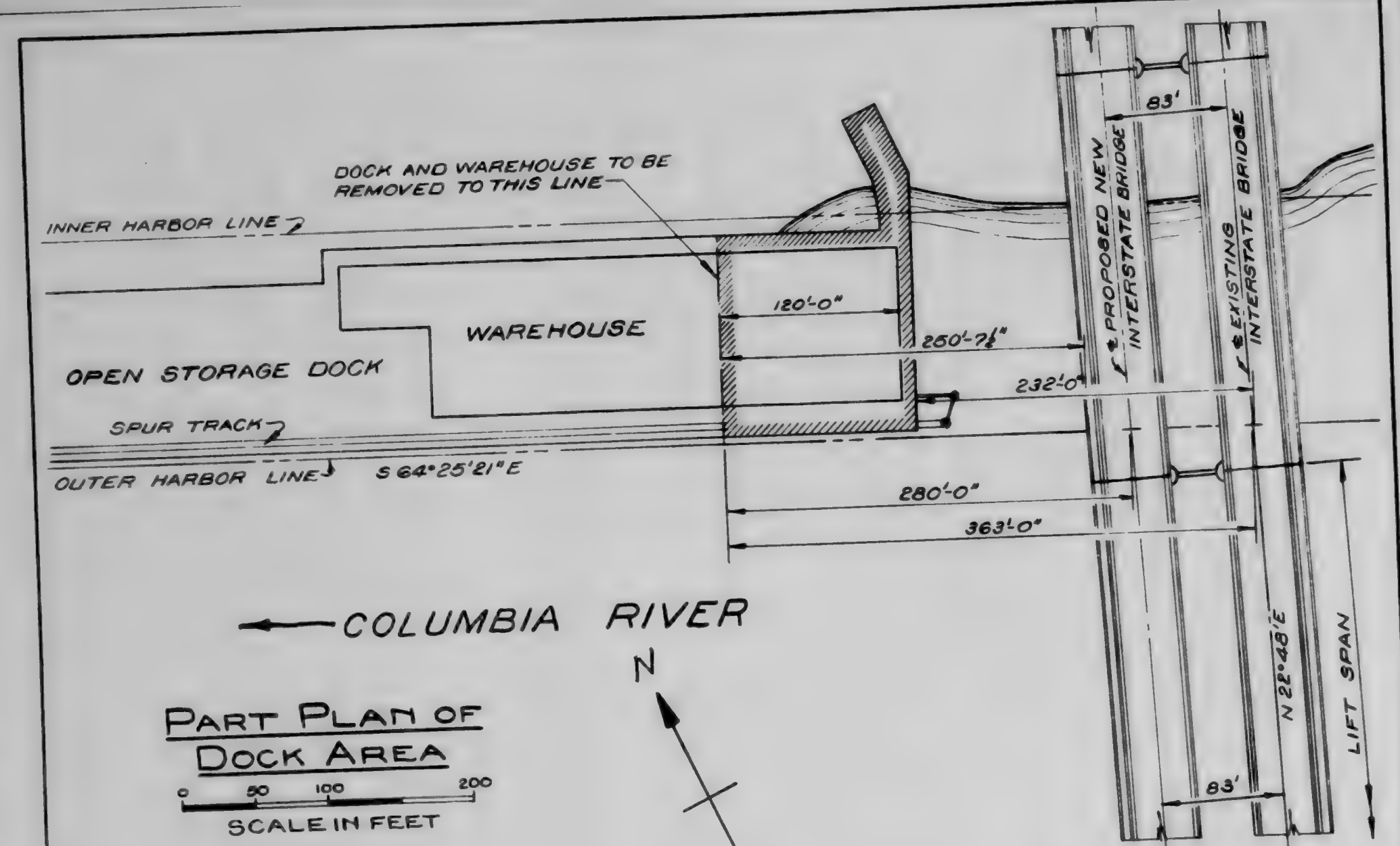
APPROVED:
PORT OF VANCOUVER, WASH.

PRESIDENT

SECRETARY

PROPOSED BRIDGE
OVER
COLUMBIA RIVER
AT
PORTLAND

PACIFIC HIGHWAY - MULTNOMAH CO.
SEC. 34 - T2N - R1E - W.M.
APPLICATION BY
OREGON STATE HIGHWAY COMMISSION
JULY 3, 1953



PART PLAN OF DOCK AREA

APPROVED:
PORT OF VANCOUVER, WASH.

PRESIDENT

SECRETARY

PROPOSED BRIDGE OVER

COLUMBIA RIVER AT PORTLAND

PACIFIC HIGHWAY - MULTNOMAH CO.
SEC. 34 - T2N - R1E - W.M.
APPLICATION BY
OREGON STATE HIGHWAY COMMISSION
AUGUST 3, 1953

RECEIVED
FOR FILING

THE PROPOSED NEW COLUMBIA RIVER BRIDGE ON US99
BETWEEN PORTLAND, OREGON AND VANCOUVER, WASHINGTON
(House Bill No. 184)

The present Interstate Bridge on US99 between Portland and Vancouver is carrying about 33,000 vehicles in an average 24-hour period. The practical working capacity of this bridge is 31,000 vehicles. About five years from now, at present increases, the traffic will be about 40,000 per day, which will cause severe congestion. If the bridge were authorized now, it would take about 18 months to design the structure and 2½ years to construct it, or a total of four years. In consequence it is quite appropriate that enabling acts be passed now by the Oregon and Washington legislators to permit the building of this much-needed structure by the road authorities of the States of Oregon and Washington.

There is no question about the site. A study was made jointly by the State Highway Departments of Washington and Oregon in 1950 of five major routes; namely, the present route, the St. Johns route, the 39th Avenue extension route, the 82nd Avenue extension route and the tunnel route. The cost estimates indicated that the present route or a bridge parallel to the present span would be approximately $20 million cheaper than the high-level bridges at the alternate sites and $35 million cheaper than the tunnel route. This was based not only on the cost of the bridge structure but also on the cost of the approach roads in both Oregon and Washington. In the meantime, the approaches north of Vancouver along the present route in Washington are well underway.

The major portion of traffic on the present Interstate Bridge is local between the cities of Portland, Oregon and Vancouver, Washington, and the present bridge is ideally located for that service. Origin and destination studies indicate that, if the St. Johns bridge were built, it would take away only about

4,000 vehicles per day; the 39th Avenue extension, about 11,000; and the 82nd Avenue extension, about 6,000 of the present daily traffic on the present bridge. In other words, it would seem be necessary to build a parallel bridge at the present location regardless of the time of building the other structures.

It was decided by both states that the greatest benefit to the road users would be obtained by building a low-level bridge parallel and adjacent to the present structure and making the connections on the Oregon side to the south edge of Oregon Slough across the Columbia flood plain. Each bridge will afford three lanes of traffic in either direction. The practical working capacity of this bridge will be 60,000 vehicles and, at the present rate of increase, this will not be reached until about 1980. It will carry perhaps as much as 75,000 before severe congestion develops, which would indicate that the bridge would be satisfactory for the next half century.

The cost of the bridge itself is estimated to be about $7.5 million and the approaches $2.5 million, or a total of $10 million. The structure can be let in ~~about~~ 1954 or 1955 and the bridge could be completed by the end of 1957. It is proposed that the State of Oregon design the structure and supervise its construction and that the Washington Toll Bridge Authority sell the revenue bonds and operate the bridge until it is made free. This will require about $1.2 million to carry the finances until the tolls are charged. It is estimated that the $11.2 million bond issue for construction and financing can be amortized in nine years from the time traffic is opened up on the two bridges.

The tolls will be moderate—perhaps 15 cents per passenger car and from 25 cents to 50 cents per truck. Commutation rates will be considered.

February 20, 1953

Meeting at Commission - Sept 21st

1. Part of Hanson will sign plans & bond.
2. " " " will sign agreement
3. Part of Rutland will have water line
4. Cost of line to be [illegible]
5. Hearing will be requested this week.
6. Wash - will have the bond ready.
by Dec 1st.

NOTED
State Highway Engineer

Sept. 21, 1953

Conference in Vancouver - Dist. office

Attendance:

Baldock - Oregon Hwy. Comm.
Williams - " " "
Paxton - " " "
Skelton - " " "

Hoover - Wash. Hwy Dept.
McKay " " "

J. T. Stanix - Port Engineer - Port of Portland

George Cadwell - Chairman - Port of Vancouver
T. Meade - Comm. " " "
Enslebrechm - Manager " " "

ARTHUR B. LANGLIE, Governor
Chairman of Authority
CLIFF WELLS, State Auditor
Auditor of Authority
JEROME K. KUYKENDALL, Chairman
Public Service Commission

7771
4653

STATE OF WASHINGTON

W. A. BUGGE, Director of Highways
Chief Engineer of Authority
H. D. VAN EATON, Director of Public Institutions
J. W. HOOVER, Secretary of Authority

WASHINGTON TOLL BRIDGE AUTHORITY

TRANSPORTATION BUILDING
OLYMPIA, WASHINGTON

August 25, 1953

REFERRED TO
William
By State Highway Engineer

Please note
file.

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir: Re: Proposed New Interstate Bridge

For your information and files, we are enclosing herewith copy of a letter dated August 17, 1953, addressed to Mr. W. A. Bugge, Director of Highways, from Mr. P. J. McKay, District Engineer, together with interdepartmental communication from Mr. Frank M. Stocking, State Right of Way Engineer, dated August 19, 1953, both of which are reports of a conference held in the office of the Port Commissioners in Terminal Dock No. 2, Vancouver, Washington on August 17, 1953.

NOTED
W. C. WILLIAMS

Very truly yours,

WASHINGTON TOLL BRIDGE AUTHORITY

By: J. M. HOOVER
Secretary

JMH:hm
Encl.
cc: W. A. Bugge
P. J. McKay
Frank M. Stocking

RECEIVED
AUG 26 1953
OFFICE OF
BASIN ENGINEER

S. F. No. 4339—4-50—20M. 24754.

STATE OF WASHINGTON
DEPARTMENT OF HIGHWAYS

Inter-departmental Communication

Office at Olympia

Date 19 August, 19 53

To W. A. Bugge

From Frank M. Stocking

Subject PSH #1, New Interstate Bridge

At 1:30 p.m. on August 17th, the following attended the conference held in the office of the Port of Vancouver:

George G. Cadwell, Chairman
Board of Commissioners
Port of Vancouver

Thomas E. Meade, Commissioner
Board of Commissioners
Port of Vancouver

K. M. Engebretsen, Manager
Port of Vancouver

A. R. Wechner, Auditor
Port of Vancouver

A. G. Skelton, District Engineer
Oregon State Highway Department

E. F. Chidsey
Assistant Right of Way Engineer
Oregon State Highway Department

Spencer Mayhew
District Right of Way Supervisor
Oregon State Highway Department

P. J. McKay
District Engineer
Washington State Highway Department

Frank M. Stocking
Right of Way Engineer
Washington State Highway Department

Richard J. Larson, Secretary and member of the Board of Commissioners of the Port of Vancouver and Dale McMullen, Attorney for the Port of Vancouver with offices in the Central Building, were not present.

The Port Commission indicated that they would prefer to have replacements for the portion of the pier they were to lose rather than receive any cash consideration; however, we explained to them that we had no legal authority to construct facilities off of the Highway System, and that, therefore, we could only pay them, in cash, the fair market value of the improvements which we would acquire from them. This, I believe, will be satisfactory to the Port.

Under the plans discussed, it is anticipated that we will acquire approximately 120' X 130' of their existing pier. This pier is virtually all covered by a large transit shed and the Inland Navigation Company has offices in the portion of the pier which we will acquire. Very roughly, the cost to the State of Washington will be in the neighborhood of $62,500.00 to the Port for consideration of the pier; $13,000.00 for demolishing the portion of the pier acquired; $4,500.00 to move the Inland Navigation Company's offices and the Right of Way Agent's time and expenses; $20,000.00 (which figure is likely low) for loss of the Port of the transit shed on the above pier, for a total of $100,000.00. None of the above figures are based on firm bids, and there could be considerable variance from the above program. The replacement of the pier is at $4.00 per square foot, which is the figure mentioned by the Port, and which we believe to be a little too high.

The Port Commission desires to extend their terminal No. 2, which is 7,200 feet downstream from the one being discussed. They wish very much to be able to commence construction on this additional pier space early this fall, and desire that we make our deal with them as soon as is possible. They understand the fact that there are no funds set up for this purpose, and will not be until such time as bonds are sold for the construction of the new bridge. However, they seem to be of the opinion that the State of Washington could raise the funds from some other source to be later reimbursed by Toll Bridge money. We believe that they understand that we will do nothing until such time as the War Department hearing has been held and approval received for this construction. The State of Oregon is today consulting with a tow boat company which may have objections to present to the War Department. However, since the present bridge was approved and the new one virtually abutts on it with the opening directly opposite, we cannot see how any objection could be valid, particularly so, since the Oregon Department is considering making the opening of the second bridge slightly wider than the existing one.

Messrs. Hill and Massey believe that after formal agreement has been entered into between the States and after the War Department clearance has been received, that it would be possible then to set up funds in the approximate amount mentioned above from highway funds, to be later reimbursed from sale of Toll Bridge Authority bonds.

FMS:gjw
cc: R. H. Kenyon
J. W. Hoover

STATE OF WASHINGTON
ARTHUR B. LANGLIE, GOVERNOR

WASHINGTON
STATE HIGHWAY COMMISSION
DEPARTMENT OF HIGHWAYS

OFFICE OF DISTRICT ENGINEER
4800 MAIN STREET
VANCOUVER, WASH.

August 17, 1953

COPY

Mr. W. A. Bugge
Director of Highways
Olympia, Washington

PSH No. 1, New Interstate Bridge

Dear Sir:

Please be advised that a conference was held in the office of the Port Commissioners in Terminal Dock No. 2, Vancouver, Washington, which was attended by the following:

George C. Cadwell, Chairman
Board of Commissioners
Port of Vancouver

Thomas E. Meade, Commissioner
Board of Commissioners
Port of Vancouver

K. M. Engebretsen, Manager
Port of Vancouver

A. R. Wechner, Auditor
Port of Vancouver

A. G. Skelton, District Engineer
Oregon State Highway Department

E. F. Chidsey
Assistant Right of Way Engineer
Oregon State Highway Department

STATE PRINTING PLANT OLYMPIA, WASHINGTON

Spencer Mayhew
District Right of Way Supervisor
Oregon State Highway Department

Frank M. Stocking
Right of Way Engineer
Washington State Highway Department

P. J. McKAY
District Engineer
Washington State Highway Department

The plans for cutting off a portion of the dock and warehouse at Terminal No. 1 were explained to members of the Port Commission and we were assured that there would be no objections offered to this proposed plan. We were further advised by Chairman Cadwell regarding the desire of the Commission to extend Dock Terminal No. 2 the same amount as our proposed plan indicated for the cutting off of Terminal No. 1. Mr. Cadwell and the other members of the Commission assured us that they were ready to negotiate a t any time, whereby the Port of Vancouver would be compensated for the actual cost of rebuilding an open dock which furnishes the same amount of space as is lost at Terminal No. 1. The Commissioners emphasized the fact that such a proposal is entirely in line with their plan for future development and that they would be very pleased to close a satisfactory agreement at the earliest possible date.

Very truly yours,

P. J. McKAY
District Engineer

PJM:dk

c.c. - Mr. Hoover
Mr. Stocking

FURNISHED

FORM B-00 REV. 8-51 3M 3215

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

7971

4653

Salem, Oregon
August 18, 1953

SUBJECT:

NOTED
W. C. WILLIAMS

To:

Mr. R. H. Baldock
State Highway Engineer
B U I L D I N G

Attention: W. C. Williams

On August 17th, I attended a joint meeting with representatives of the Oregon and Washington Highway Departments and the Vancouver Port Commission represented by the following persons:

A. G. Skelton, Division Engineer of Division I
S. N. Mayhew, Right of Way Supervisor of Division I
Mr. McKay, District Engineer of the Vancouver district
Frank M. Stocking, Right of Way Engineer for the Washington State Highway Dept.
George G. Cadwell, Chairman of Board of Commissioners
Thomas E. Meade, Commissioner " " "
K. M. Engebretsen, Manager " " "
A. R. Wechner, Auditor " " "

The meeting was held to discuss the details of the proposed removal of the east 120 feet of the Port's dock and warehouse facilities at Terminal No. 1 located immediately west of the Vancouver end of the proposed new interstate bridge. The dock removal was to be made in order to allow space for clearing ship traffic under the new bridge.

Mr. Cadwell, Chairman of the Port Commission, assured us that the commission would cooperate fully as they are vitally interested in both the construction of the new bridge and maintaining a safe ship channel on the Columbia.

We were told by the Port Commission that they would approve the removal of the east 120 feet of their dock and warehouse at Terminal No. 1 providing we would replace the structure with an equal area of open dock at Terminal No. 2, approximately a mile and a half downstream where space is available, and move the office facilities of the shipping company, leasing space in that portion of the dock to be removed. The new office space to be located in the building furnished by the Port.

Attention: W. C. Williams

The one difficult feature of the Port's request was that they are desirous of starting construction on the new dock area this winter or early next spring in order to have the space available before removal of the old dock. The question arose as to whether the States could advance the money for this purpose prior to selling the bridge bonds in order that the construction might be started as requested.

No discussion was held as to costs other than the probable cost of the new dock estimated by the Port Manager at $4.00 a square foot.

The Right of Way, through Mr. Mayhew and the General Construction Company, have estimated the probable costs as follows:

> $15,000.00 for removal of 120 feet of the old dock and warehouse, construction of a new end wall in the warehouse, replacement of the pylons at the dock end and construction of a sidewalk at the east end of the warehouse.
>
> The new dock facility was estimated at $4.00 a square foot which would amount to approximately $65,000.00.
>
> The moving of the office facilities for the shipping company would cost in the neighborhood of $15,000.00 to $20,000.00, making an estimated total cost in the neighborhood of $100,000.00.

I am quite sure that these costs are sufficiently high to represent the maximum probable cost.

R. L. PORTER
Right of Way Engineer

E F Chidsey

By:
E. F. CHIDSEY
Ass't. Right of Way Engineer

EFC:pg

cc: R. L. Porter

AUG 19 1953

FILING

7121

4653

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Portland, Oregon
August 18th, 1953

NOTED
W. C. WILLIAMS

SUBJECT:

To: Mr. W. C. Williams
Assistant State Highway Engineer
Salem, Oregon

Dear Sir:

As per your instructions, Mr. Chidsey, Mr. Mayhew of our Right of Way Department, and I met with Paul McKay, District Engineer for the Washington Highway Department, and Mr. Frank L. Stocking, head of the Right of Way Department for the Washington Highway Department, yesterday afternoon, and then all of us met with the following members of the Port of Vancouver: Mr. George G. Cadwell, Chairman, Thomas E. Meade, Commissioner, K. M. Engebretsen, Manager, and Mr. A. R. Wechner, Auditor. This was in regard to the removal of 120 feet of the east end of the dock and storage shed of Terminal No. 1, which lies down stream and near the Interstate Bridge.

Representatives of the Port of Vancouver indicated that they had no objection to the removal of this 120 foot section, but that they did not wish the building extended west, as the dock below the existing shed is under lease for timber storage, and that their plan calls for future additional development of Terminal No. 2, which lies some 7200 feet west of Terminal No. 1. They propose that their settlement with the States of Oregon and Washington be such that they could build the same additional area on the open dock of Terminal No. 2. This dock is of somewhat heavier construction than at Terminal No. 1, however this extension is to be open dock construction, and there would be no storage building required.

One other problem that does exist is that the Inland Navigation Company have their offices in the east end of the dock building at Terminal No. 1. They are occupying this on a long term lease from the Port of Vancouver. It will be necessary for these offices to be moved in the dock building west of where it would be cut off. This does not present any serious problem, as space is available, but probably would require a settlement with the Inland Navigation Company to take care of their costs for this change.

Representatives of the Port indicated that they would cooperate in every way possible in the construction of this new ~~building~~ bridge.

Yours very truly,

A. G. SKELTON
Division Engineer

RECEIVED
AUG 19 1953
OFFICE OF
STATE HIGHWAY ENGINEER

AGS:w
cc: G. S. Paxson
E. F. Chidsey

FORM E-30 25M 9-51 82318

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Portland, Oregon
August 18th, 1953

SUBJECT:

To: Mr. W. C. Williams
Assistant State Highway Engineer
Salem, Oregon

Dear Sir:

Some time ago Mr. Baldock and I went over the site of a proposed monument at the east end of the Broadway Bridge with Captain H. T. Shaver, head of the Shaver Transportation Company. Mr. Baldock discussed with Captain Shaver the proposed new Interstate Bridge, particularly as it would affect navigation down stream from the lift span. Arrangements were made at that time for me to meet with Captain Shaver and others interested in this problem.

This morning I met with Captain H. T. Shaver and the following people interested in navigation: Captain Clyde Raabe, who is president of the Columbia River Pilots Association, Mr. Paul Light of the Inland Navigation Company, Captain Ray Hall and Mr. Leonard Thompson of the Western Transportation Company. These people are all concerned with navigation on the Columbia River through the present and future Interstate Bridge. The purpose of this meeting was to show those interested, our present plans for the removal of the east end of the dock at Terminal No. 1 at Vancouver, and to discuss any problems that new construction would bring up.

Captain Raabe brought up at some length his proposal that the lift span on the existing bridge be moved a span length south. He mentioned the difficulties of taking large ships through the present lift span, and presented his opinion that ocean going barges and other large craft would use the river to a much greater extent after the new dams are constructed. I explained that such a change was practically impossible both from a monitary standpoint, and also the impossibility of handling vehicular and river traffic should any such change be made.

Captain Raabe and all of the others present brought up the matter of certain current conditions that existed during high water periods, and also during certain adverse wind conditions. It was their opinion that a shear dike be constructed from the west end of the warehouse to about the existing east end of the warehouse. I explained the location of the lift span, and questioned whether such a shear could not be constructed from somewhere near the west end of the section we cut off to a point further east well within the bridge structure. It is the opinion of those present that such a shear would help materially in navigating the bridge structure, and in their opinion is a necessity. I am enclosing the part

plan of the dock area on which Captain Raabe indicated where he thought this shear could be. You will note that the angle of this shear from the threat of the channel is quite flat, approximately 15°. I have shown my suggestion in yellow.

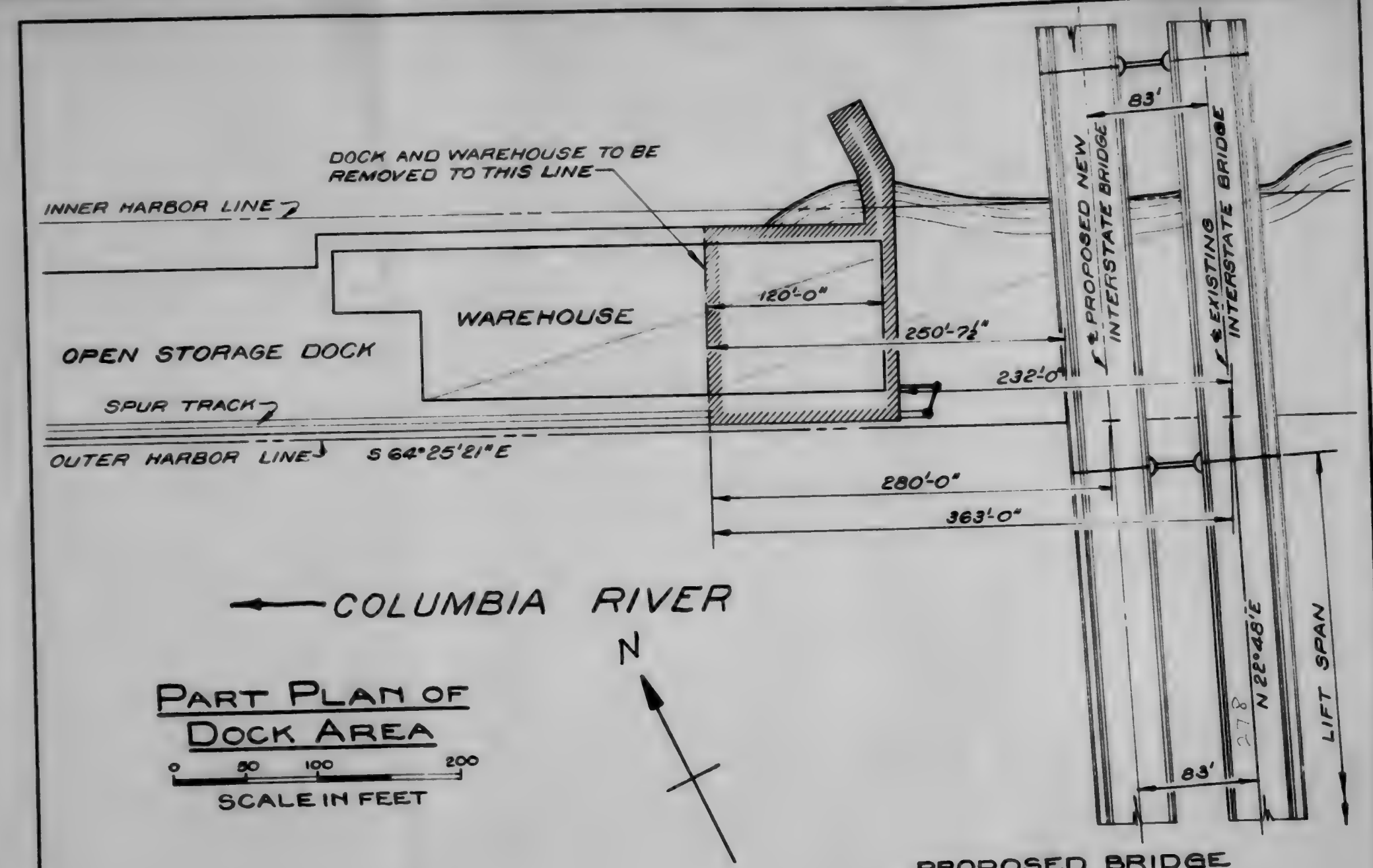
The matter of lengthening the new lift span was also brought up, and here again it was their opinion that this lift span should be lengenthened. It is their opinion that this lengthening should be about 20 feet. However, they did feel that if a shear were constructed, the lengthening might be less than that, but it was their suggestion that it be lengthened equally on each end if the shear were built, or practically entirely on the north end if it were not.

In our discussion with the Port of Vancouver officials yesterday, they indicated that they would plan on discussing this entire matter with the companies concerned with the navigation of the Columbia River at Vancouver and above.

Yours very truly,

A. G. SKELTON
Division Engineer

AGS:w
Encl.
cc: Paul J. McKay
G. S. Paxson



PART PLAN OF DOCK AREA

PROPOSED BRIDGE OVER

COLUMBIA RIVER AT PORTLAND

PACIFIC HIGHWAY - MULTNOMAH CO.
SEC. 34 - T2N - R1E - W.M.
APPLICATION BY
OREGON STATE HIGHWAY COMMISSION
AUGUST 3, 1953

RECEIVED
FEB 17 1953
FOR FILING

7971
4653

August 14, 1953

Mr. Paul McKay
District Engineer
Washington Department of Highways
Vancouver, Washington

Dear Mr. McKay:

I am enclosing three prints each of four sheets of plans for the proposed bridge over the Columbia River between Portland and Vancouver. The original tracings were prepared for approval by the Port of Portland and the Port of Vancouver, but I have had the spaces for their approval blotted out on the prints furnished to you. The Port of Portland, as per copy of letter attached, has disclaimed authority, so it would appear that the tracings would have to be re-prepared to provide only for approval by the Port of Vancouver.

As discussed with you by telephone, we do not believe that we should ask the Port of Vancouver for approval or make formal application to the War Department until we have obtained an option for the purchase of the 120-foot section of the dock that we propose to remove.

I have made arrangements for the Oregon Department to have an appraisal of this property made in advance of the meeting in your office at 1:30 p.m., Monday. Mr. Skelton will attend the meeting, accompanied by E. F. Chidsey, Assistant Right of Way Engineer; and Spencer Mayhew, District Right of Way Supervisor at Portland. They will be at your office at 1:00 p.m. so that you may have some preliminary discussions prior to the meeting with the Port and City authorities.

Very truly yours,

R. H. Baldock
State Highway Engineer

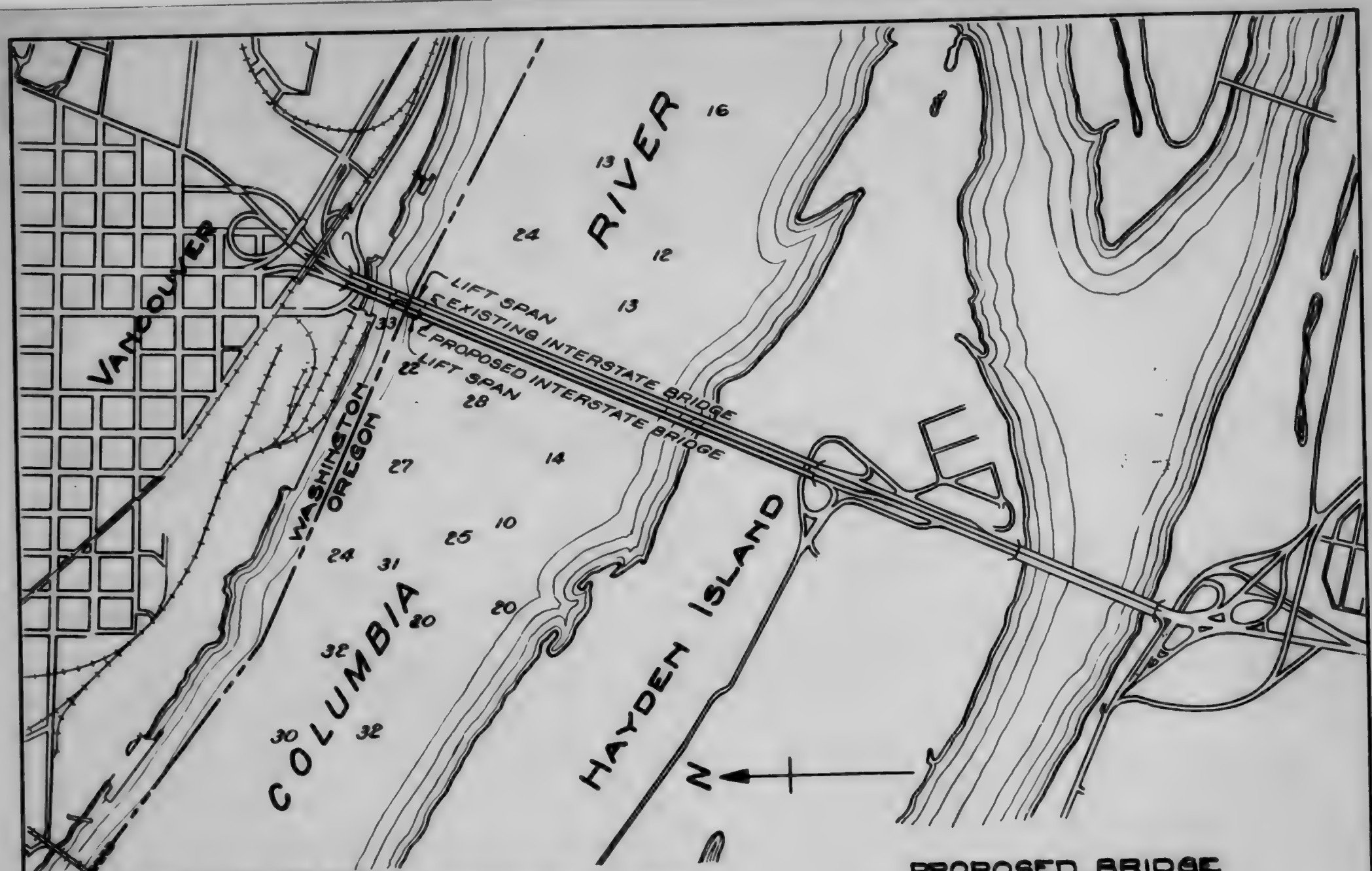
By

W. C. Williams
Assistant State Highway Engineer

WCW:ms

Encl.

cc Mr. G. S. Paxson
Mr. E. F. Chidsey
Mr. A. G. Skelton



SOUNDINGS AND ELEVS. ARE IN FT. AND REFER TO COLUMBIA RIVER DATUM, 1929 ADJUSTMENT. LOW WATER 1.4 FT. ABOVE M.S.L.
MILES ABOVE MOUTH - 104.5
APPROVED:
PORT OF PORTLAND, ORE.

PRESIDENT

SECRETARY

LOCATION MAP

0 500 1000 2000

SCALE IN FEET

APPROVED:
PORT OF VANCOUVER, WASH.

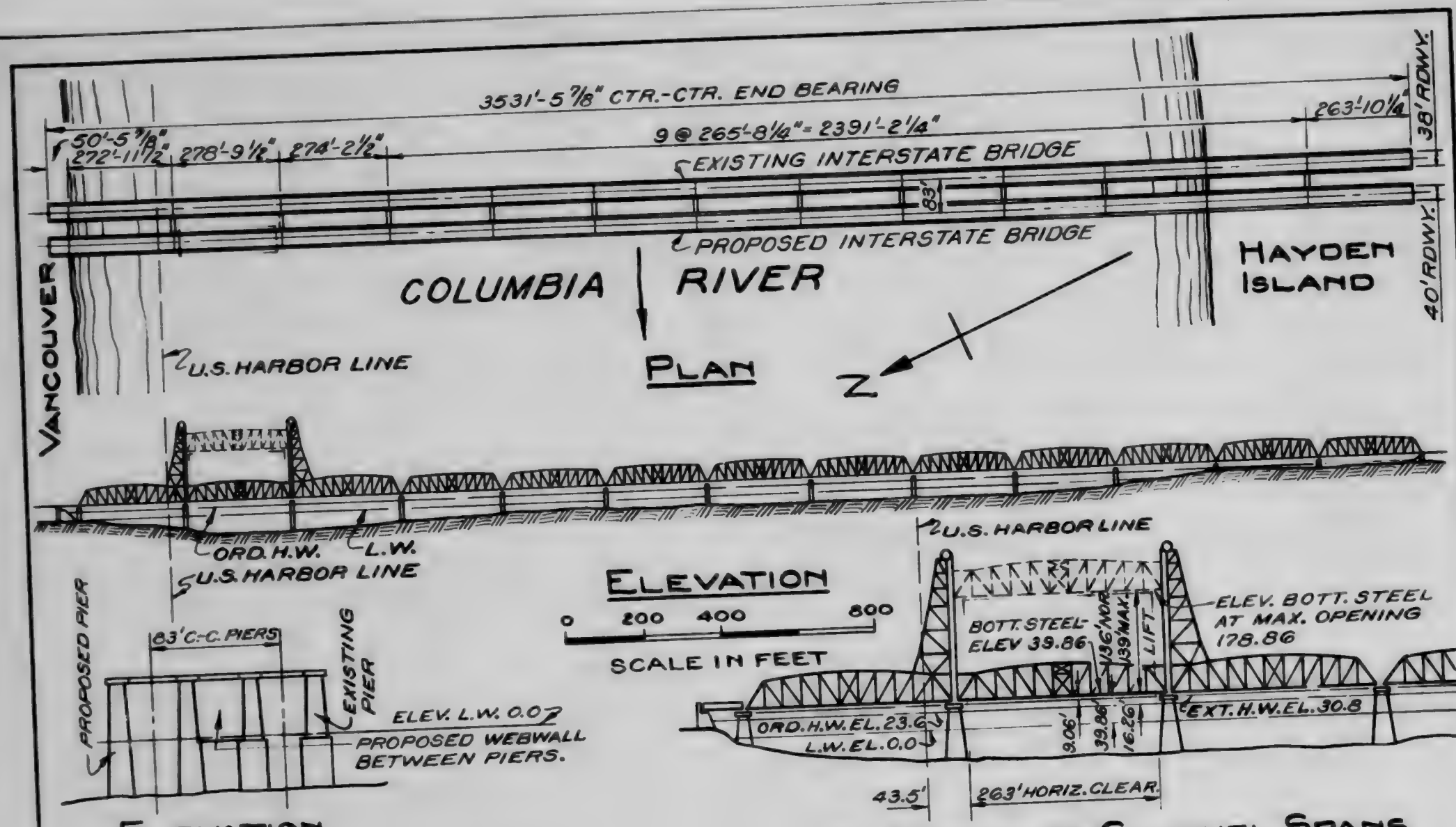
PRESIDENT

SECRETARY

PROPOSED BRIDGE
OVER
COLUMBIA RIVER
AT
PORTLAND

PACIFIC HIGHWAY - MULTNOMAH CO.
SEC. 34 - T2N - R1E - W.M.
APPLICATION BY
OREGON STATE HIGHWAY COMMISSION
JULY 3, 1953

SHEET 1 OF 4



SOUNDINGS AND ELEVS. ARE IN FT. AND REFER TO COLUMBIA RIVER DATUM, 1929 ADJUSTMENT. LOW WATER 1.4 FT. ABOVE M.S.L. MILES ABOVE MOUTH - 104.5

APPROVED:
PORT OF PORTLAND, ORE.

PRESIDENT

SECRETARY

APPROVED:
PORT OF VANCOUVER, WASH.

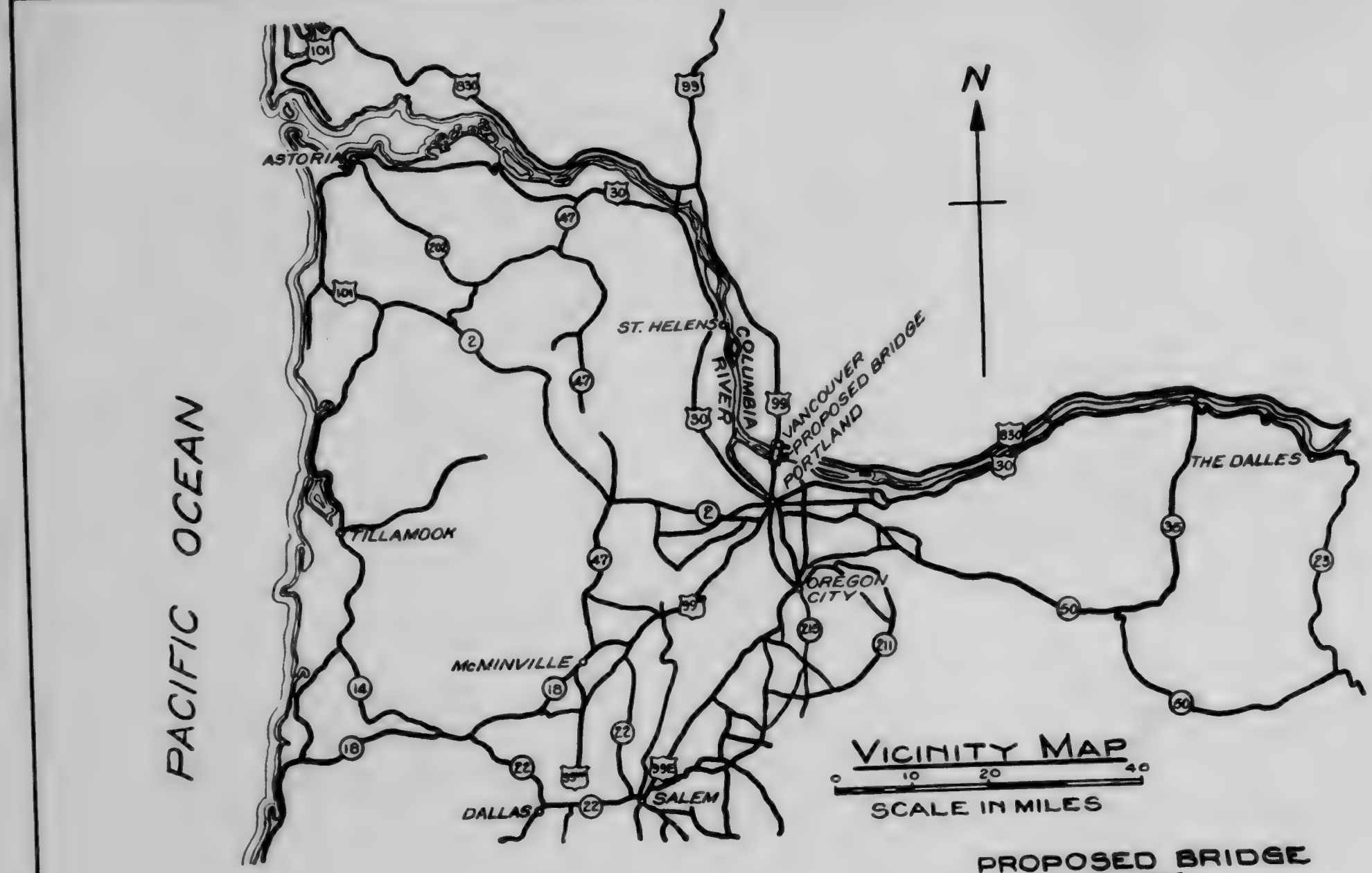
PRESIDENT

SECRETARY

PROPOSED BRIDGE OVER COLUMBIA RIVER AT PORTLAND

PACIFIC HIGHWAY - MULTNOMAH CO.
SEC. 34 - T2N - R1E - W.M.
APPLICATION BY
OREGON STATE HIGHWAY COMMISSION
JULY 3, 1953

SHEET 2 OF 4



APPROVED:
PORT OF PORTLAND, ORE.

PRESIDENT

SECRETARY

APPROVED:
PORT OF VANCOUVER, WASH.

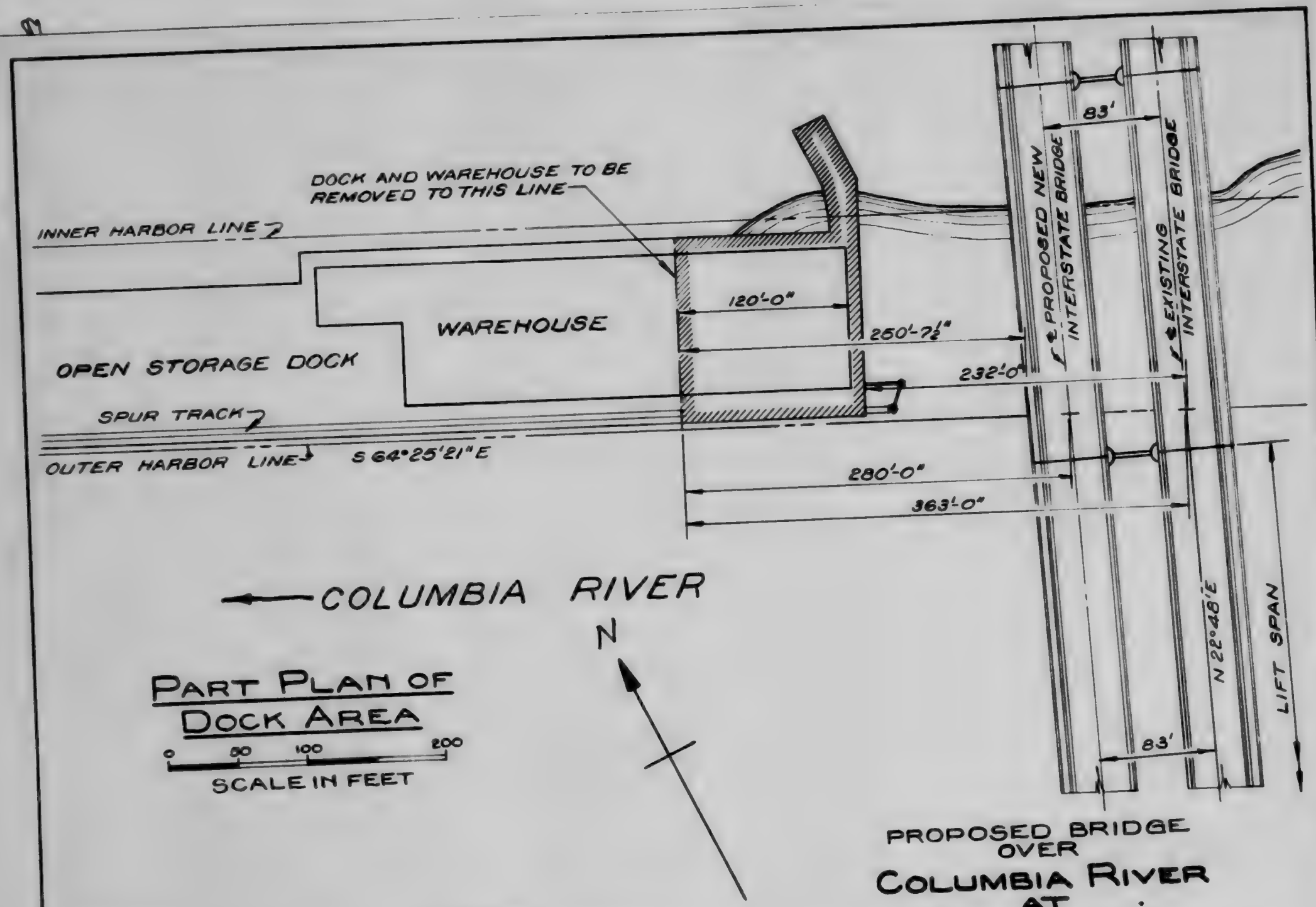
PRESIDENT

SECRETARY

PROPOSED BRIDGE
OVER
COLUMBIA RIVER
AT
PORTLAND

PACIFIC HIGHWAY - MULTNOMAH CO.
SEC. 34 - T2N - R1E - W.M.
APPLICATION BY
OREGON STATE HIGHWAY COMMISSION
JULY 3, 1953

SHEET 3 OF 4



APPROVED:
PORT OF PORTLAND, ORE.

PRESIDENT

SECRETARY

APPROVED:
PORT OF VANCOUVER, WASH.

PRESIDENT

SECRETARY

PROPOSED BRIDGE
OVER
COLUMBIA RIVER
AT
PORTLAND
PACIFIC HIGHWAY - MULTNOMAH CO.
SEC. 34 - T2N - R1E - W.M.
APPLICATION BY
OREGON STATE HIGHWAY COMMISSION
AUGUST 3, 1953

ACKNOWLEDGED
FOR FILING

COMMISSIONERS
W. L. WILLIAMS, PRESIDENT
L. H. HOFFMAN, VICE-PRESIDENT
ROBERT H. ATKINSON, TREASURER
PHILIP L. FIELDS, SECRETARY
E. F. DOYLE
EDWIN C. DWYER
EDMUND HAYES
CLYDE RAABE
FRANK M. WARREN, JR.

GENERAL MANAGER, JOHN J. WINN, JR.

7971

4653

The Port of Portland

Swan Island • Portland 18, Oregon

August 11, 1953

Mr. G. S. Paxson, Bridge Engineer
Oregon State Highway Department
Salem, Oregon

Dear Mr. Paxson:

This will acknowledge your letter of August 7th.

We have taken up with the attorneys for the Port the matter of authority of The Port of Portland to approve or disprove the plan for the companion Interstate Bridge from Portland to Vancouver. The attorneys have expressed their opinion that The Port of Portland has no such authority since the bridge is over that portion of the Columbia River over which the Port has no such right. For that reason, your letter of August 7th and the tracings contained therein are being returned to you.

The Port is very interested in the commerce of this area and in its future development. Some of the Commissioners have expressed themselves as being not at all sure that the proposed location of the draw spans will not seriously interfere with up-river traffic and for that reason the Port will be greatly obliged if you will keep us informed of any future developments or hearings that will be held on this matter.

Sincerely,

THE PORT OF PORTLAND

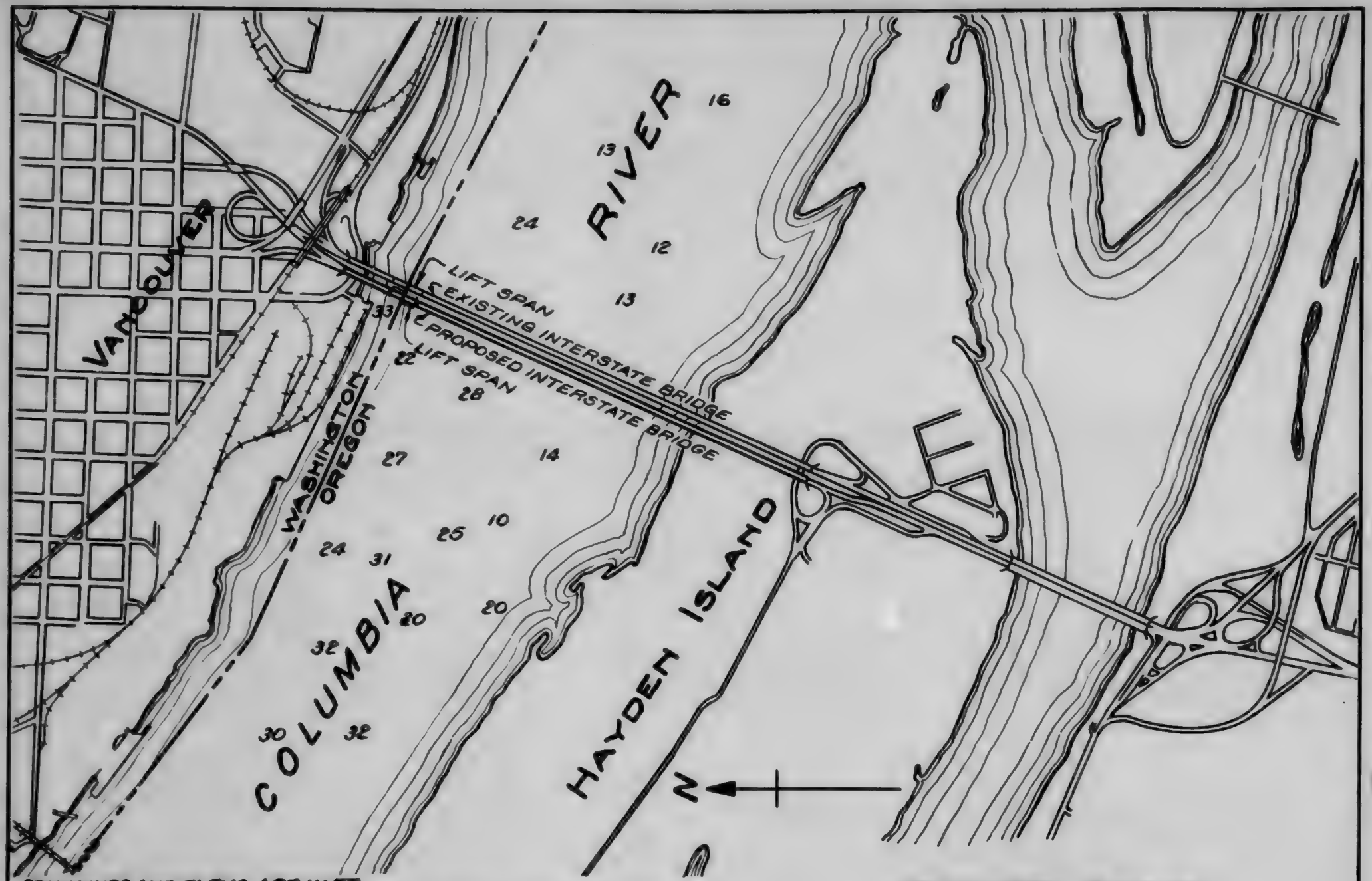
John J. Winn

JOHN J. WINN, JR.
General Manager

JJW:mc
Enclosures

cc: Gen. Itschner
Col. Lipscomb

RECEIVED
AUG 12 1953
OREGON
STATE HIGHWAY COMMISSION



SOUNDINGS AND ELEVS. ARE IN FT. AND REFER TO COLUMBIA RIVER DATUM, 1929 ADJUSTMENT. LOW WATER 1.4 FT. ABOVE M.S.L. MILES ABOVE MOUTH - 104.5

LOCATION MAP

0 500 1000 2000

SCALE IN FEET

PROPOSED BRIDGE OVER

COLUMBIA RIVER AT PORTLAND

PACIFIC HIGHWAY - MULTNOMAH CO.

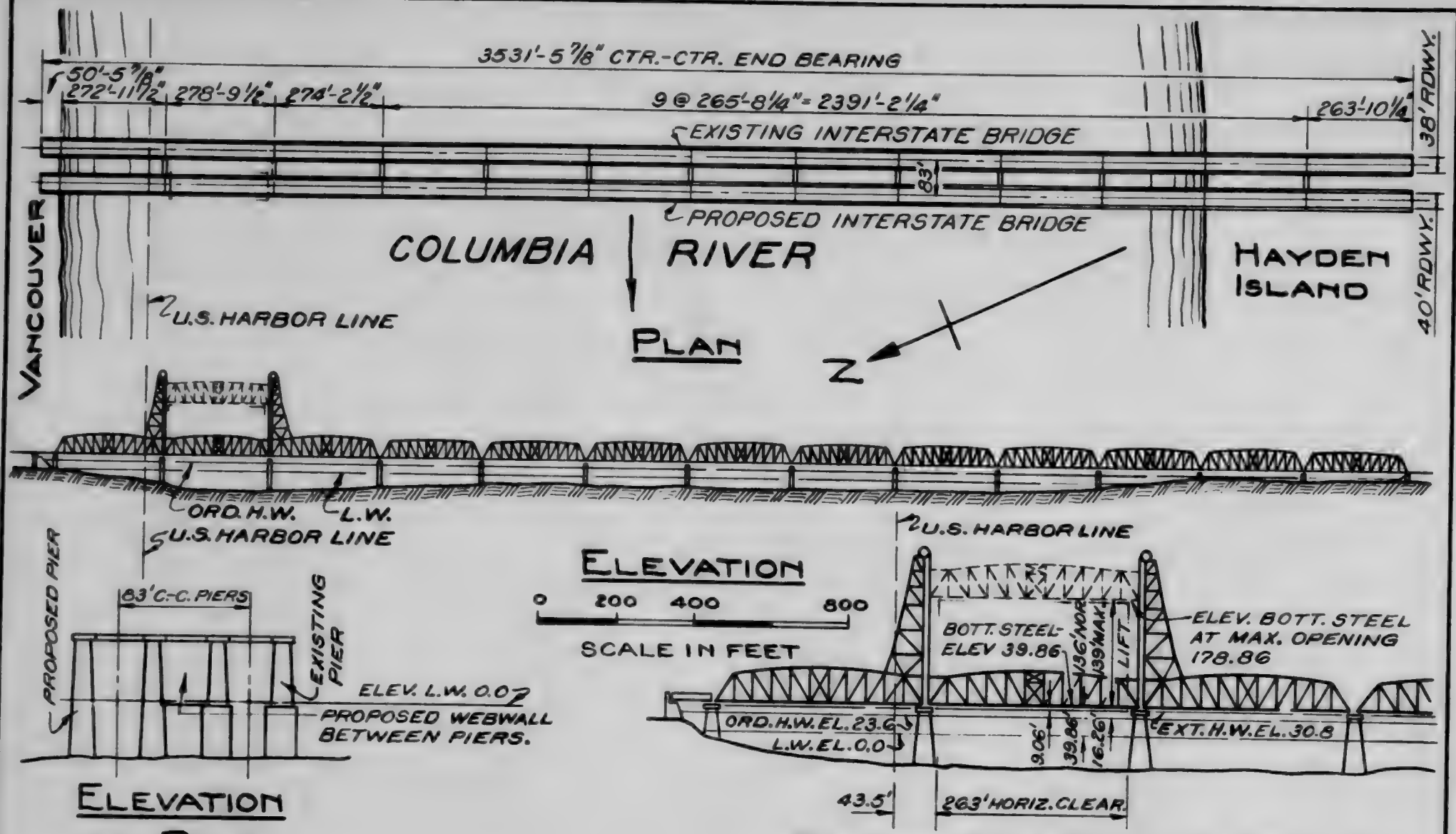
SEC. 34 - T2N - R1E - W.M.

APPLICATION BY

OREGON STATE HIGHWAY COMMISSION

JULY 3, 1953

SHEET 1 OF 4



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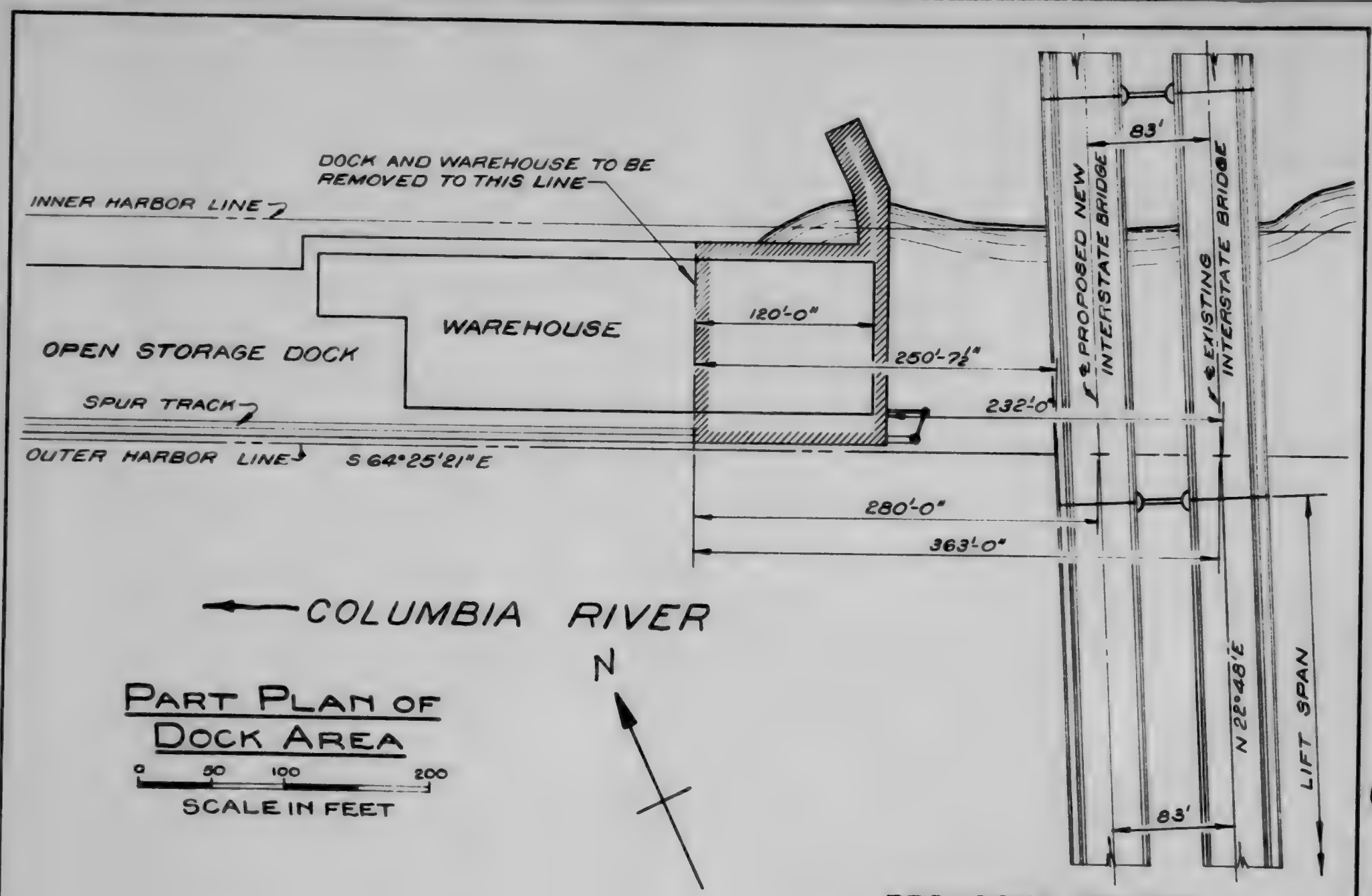
PROPOSED BRIDGE
OVER
COLUMBIA RIVER
AT
PORTLAND

PACIFIC HIGHWAY - MULTNOMAH CO.
SEC. 34 - T2N - R1E - W.M.
APPLICATION BY
OREGON STATE HIGHWAY COMMISSION
JULY 3, 1953

PROPOSED BRIDGE
OVER
COLUMBIA RIVER
AT
PORTLAND

— PACIFIC HIGHWAY - MULTNOMAH CO.
SEC. 34 - T2N - R1E - W.M.
APPLICATION BY
-- OREGON STATE HIGHWAY COMMISSION
JULY 3, 1953

SHEET 3 OF 4



PART PLAN OF DOCK AREA

PROPOSED BRIDGE
OVER
COLUMBIA RIVER
AT
PORTLAND
PACIFIC HIGHWAY - MULTNOMAH CO.
SEC. 34 - T2N - R1E - W.M.
APPLICATION BY
OREGON STATE HIGHWAY COMMISSION
AUGUST 3, 1953 SHEET 4 OF 4

RECEIVED
DEC 1 1957
FOR FILING

HEADQUARTERS SIXTH ARMY
Presidio of San Francisco, California

AFFS-SD 004.02

31 JUL 1953

SUBJECT: Facilities Security Survey Report of Reinspection

TO: Oregon State Highway Commission
Milwaukee, Oregon
ATTN: Mr. A. G. Shelton

1. References.

a. Letter, G-3 004.02, Department of the Army, 28 December 1950, "Department of the Army Responsibilities for Industrial Security".

b. Letter, G-3 004.02 (urdtd), Department of the Army, 16 July 1951, "Industrial Security Program".

2. In compliance with above references, transmitted herewith is the Facility Security Survey Report of Reinspection of the: **Interstate Bridge - U. S. Highway 99, Oregon State Highway Commission, Milwaukee, Oregon.**

FOR THE COMMANDING GENERAL:

1 Incl
Report of Reinspection

C. A. Barnes
C. A. BARNES
Lt Col, AGC
Asst Adjutant General

DISTRIBUTION:
COPY NO. 1 - Chairman, Munitions Board, Dept. of Defense, Wash. 25, D.C.
COPY NO. 2 - PMG, D/A, Wash. 25, D.C.
COPY NO. 3 - Special Agent in Charge, Federal Bureau of Investigation
COPY NO. 4 - Facility Concerned
COPIES NO. 5 & 6 - Commending General, Sixth Army

This doc
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RECEIVED
AUG 3 1953
OFFICE OF
DIVISION ENGINEER
DIVISION NO

HEADQUARTERS SIXTH ARMY
PRESIDIO OF SAN FRANCISCO, CALIFORNIA
OFFICE OF THE PROVOST MARSHAL

AMPMS SD

29 July 1953

FACILITY SECURITY SURVEY
REPORT OF REINSPECTION

1. Facility visited: Interstate Bridge - U. S. Highway 99, Oregon State Highway Commission, Milwaukee, Oregon.

a. Date of reinspection: 24 July 1953.

b. Purpose: Revisit and inspection to inform management of comments pertaining to security as noted on DD Form 395, dated 15 May 1951, and Report of Reinspection, dated 24 July 1952, by Office of the Provost Marshal, Industrial Security Division, Headquarters Sixth Army.

c. Survey Officers: 1. Robert E. James, Captain, CE.

2. Cecil A. Sumpter, 1st Lt, CE.

2. The following officials of the Oregon State Highway Commission were interviewed.

a. Mr. A. C. Shelton - Division Engineer.

b. Mr. A. E. Johnson - District Maintenance Superintendent.

c. Mr. R. V. Cotton - Bridge Maintenance Superintendent.

3. The results of this reinspection are based on security deficiencies, recommendations and Munitions Board comments. Listed below are the recommendations, plus comments by management:

a. The following recommendations should be implemented immediately:

(1) It is recommended an emergency security plan be implemented to include an adequate number and source of civilian guards.

Management states security of the bridge is not a responsibility of the interviewed agency. Civil Defense Agency does have security plans for the structure, however, management is unfamiliar with the details. The employees of this department are highly skilled technicians. During an emergency they would be in great demand and closely coordinated with the State Civil Defense program; hence, not available for guard duty. During World War II the bridge was guarded by U. S. Army personnel.

(2) It is recommended bridge operators are given basic training in anti-sabotage methods and fire arms familiarisation.

Management states such a program will be given consideration and accomplished, time permitting.

b. The following recommendations should be implemented at such time as is deemed necessary in the interest of national defense or on competent order of higher authority.

(1) It is recommended that bridge operators be deputized and armed.

Management states this will be considered.

4. Additional Recommendations and/or Comments:

a. Construction of a new bridge has been proposed, with expected approval by legistatures of both states. The new structure is to be built downstream and approximately fifty feet from the present bridge. Lift spans for both bridges will be operated from one structure.

b. Present source of electric power for operation of the lift span is available from two separate sources. In the event of an emergency, an auxiliary gas driven engine is provided.

c. Fire protection appears adequate. City of Vancouver Fire Department is located nearby.

d. In the opinion of the inspecting officers, security of this facility is adequate except where noted. It is suggested, however, direct liaison with the State Civil Defense Agency in planning for security guards may prove beneficial to both agencies.

e. No new major construction has been undertaken since last report of inspection.

ROBERT E. JAMES
Captain CE
Survey Officer

[redacted]

[redacted]: Interstate Bridge U.S. Highway 99

[redacted]: U.S. Department of Commerce - Bureau of [redacted]
Morgan Building
Portland, Oregon

[redacted]: Joseph W. Alfred, Lt., C.E., Headquarters Sixth Army

Gentlemen:

1. Criticality: The Interstate Bridge spanning the Columbia River carries all North-South traffic on Highway 99. This bridge consists of 14 spans, varying in length from 50 feet to 263 feet, with one of the spans, being a vertical lift span of 278 feet 2½ inches. The vertical lift is raised and lowered by the use of two 75 horsepower motors with gear attachments and cranes located on the span. Auxiliary power to operate the span is provided by use of a 100 horsepower gasoline engine, available for immediate use. The lift span is very important to the large amount of river traffic on the Columbia River, and any serious damage to it, would result in serious damage to all river traffic. There are two alternate routes available: (1) Downstream route via Longview, Washington, a distance of 48 miles on U.S. Highway X. (2) The upstream route via Jantzen Locks, Oregon, a distance of 44 miles on U.S. Highway 30, on the Oregon side, and 45 miles via [redacted] Highway 830 on the Washington side.

2. Deficiencies in security:

a. Guards: No guards at present date. Bridge operators serve as duty guards available.

b. Lights, alarms, fences: Lights afforded are pendant type street lamps, and navigation lights on piers. Alarms are automatic alarms systems to stop vehicular traffic, red lights, and physical barriers.

c. Communications: Normal communications with police and fire departments of Vancouver, Washington.

d. Auxiliary power: Adequate for lift span use.

e. Fire protection: Vancouver, Washington fire department available. Besides [redacted] fire extinguishers located in the control house. No auxiliary fire brigade.

f. Auxiliary police: None at present.

g. Visitor control: Would not apply to this bridge, because it is used for all types of traffic.

Specifications re security cont'd:

4. Personnel security measure: All employees are civil service employees of State of Oregon, and must be U.S. citizens.

B:- Recommendations:

1. It is recommended that management initiate a war emergency protection program, to include the following security measures:

a. Guards: Adequate guard personnel stationed on bridge, to guard and inspect bridge constantly for acts of sabotage, and check periodically on transformer, generator and motor house, also to check on control cables, arms, and winches of vertical lift span.

b. Fire Protection: Initiate a fire protection program of guard personnel and bridge tenders, to be trained in fire protection procedure.

c. Auxiliary Police: Train key bridge men in guard methods, and use of small arms to be used in case of emergency. Make arrangements with local authorities for additional protection.

d. Miscellaneous Security Hazards: Install barriers on the windows, protective lights, and have guards check the house that houses generators, transformers and motors.

2. It is recommended that this facility remain on the Key Facilities List, due to the great amount of vehicular traffic that passes over the bridge each day, and the long detour routes it would be necessary to use in case of an emergency.

The Office of The Provost Marshal General, Industrial Security Branch, randers the following recommendations and comments on the completed facility security survey of The U.S. Department of Commerce, Bureau of Public Roads, Interstate Bridge - U.S. Highway 99, Portland, Oregon

1. Recommendations:

a. The recommendations contained in paragraph B-1 of Inclosure 1 (Evaluation) are concurred in.

b. In addition to the above the following recommendations are made:

(1) Since management is dependent upon employees to be ovservant of any sabotage attempts, it is suggested they receive some security training to include familiarization in modern methods of sabotage and espionage.

(2) Management should consider stand-by equipment; stocks of special parts, availability of substitute equipment and special emergency repair crews. This planning is regarded as being especially important where movable portions of a bridge are involved.

2. COMMENTS ON SURVEY REPORT:

None at this time.

COMMISSIONERS
W. L. WILLIAMS, PRESIDENT
L. H. HOFFMAN, VICE-PRESIDENT
ROBERT H. ATKINSON, TREASURER
PHILIP L. FIELDS, SECRETARY
E. V. DOYLE
EDWIN C. DWYER
EDMUND HAYES
CLYDE RAABE
FRANK M. WARREN, JR.

GENERAL MANAGER, JOHN J. WINN, JR.

7977

4653

The Port of Portland

Swan Island • Portland 18, Oregon

July 29, 1953

4388

Oregon State Highway Department
Salem, Oregon

PLEASE RETURN TO
W. C. WILLIAMS

Attention: Mr. I. F. Baldock

Gentlemen:

We are returning herewith your letter of July 6, together with the enclosures which it contained.

Confirming the discussion yesterday between Mr. Grayson, Bridge Engineer for the Department, Captain Raabe of the Columbia River Pilots (who is also a member of the Port of Portland Commission), and myself, it is understood that this material will be resubmitted with additional information which resulted from the conference with Capt. Raabe. We would appreciate having this material as soon as possible in order that it may be brought to the attention of the Commissioners prior to the next meeting of the Port Commission, which will normally be held on the 10th of August.

Very truly yours,

THE PORT OF PORTLAND

John J. Winn

JOHN J. WINN, JR.
General Manager

Enclosure

JJW:hu

REFERRED TO
Williams
[illegible] State Highway Engineer
Please have answer
prepared.

RECEIVED
JUL 30 1953
OREGON
STATE HIGHWAY COMMISSION

Date July 31, 1953 ASSIGNMENT No. 4387 By [illegible]

Description: Letter of July 28 from John Winn of Port of Portland enclosing CSP letter of July 6, three prints and three tracings. All re proposed bridge over Columbia River, Portland.

Acknowledged by _____ Referred to Paxson

Investigate and report with recommendation
~~Investigation~~, such action as necessary and report
Comment or recommendation
Return with rough draft of reply
Please prepare for _____ signature

PLEASE RETURN TO W. C. WILLIAMS

Assignment executed _____ Report received _____

Remarks: Necessary action to be taken by R.H.B.

FILED W. C. WILLIAMS

Dear Sir:

Responding to your communication of July 8, I am enclosing a copy of a letter from Mr. Paxson regarding fire protection on the Interstate Bridge.

Very truly yours,

R. H. Baldock
State Highway Engineer

RHB:hi
Enclosure

RECEIVED
JUL 1953
FOR FILING

7971
4652

July 23, 1953

Mr. J. W. Hoover, Secretary
Washington Toll Bridge Authority
Transportation Building
Olympia, Washington

Dear Sir:

Responding to your communication of July 8, I am enclosing a copy of a letter from Mr. Paxson regarding fire protection on the Interstate Bridge.

Very truly yours,

R. H. Baldock
State Highway Engineer

RHB:hi
Enclosure

FORM E-90 3500 8-51 60316

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
July 20, 1953

SUBJECT:

To: Mr. R. H. Baldock
State Highway Engineer

Dear Sir:

I am returning the letter from Mr. Carter, Mayor of Vancouver, and the letter from Mr. Hoover of the Washington Toll Bridge Authority concerning fire protection on the Interstate Bridge.

In so far as I know, we have never had an accident on this bridge which would cause a fire that would endanger the structure. However, there is always the possibility of such an accident occurring, and the cost of fire protection is rather minor considering the magnitude of the project. There is one thing to be considered and that is that most fires in connection with traffic accidents are from the gasoline, and there is some question as to whether a water line is the proper protection.

I will take this up with some authorities on fire prevention and get some figures together as to the most adequate protection and the cost.

Very truly yours,

G. S. Paxson
Bridge Engineer

GSP:gm
Encls.

ARTHUR B. LANGLIE, Governor
Chairman of Authority
CLIFF YELLE, State Auditor
Auditor of Authority
JEROME K. KUYKENDALL, Chairman
Public Service Commission

STATE OF WASHINGTON

W. A. BUCHE, Director of Highways
Chief Engineer of Authority
H. D. VAN EATON, Director of
Public [illegible]
J. W. HOOVER
Secretary of Authority

NOTED
C. S. PAXSON

WASHINGTON TOLL BRIDGE AUTHORITY

TRANSPORTATION BUILDING
OLYMPIA, WASHINGTON

July 8, 1953

REFERRED TO
Mr. Paxson
By State Highway Engineer

Please give me your thoughts about this.

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Attached hereto please find the original letter dated June 2, 1953, addressed to Mr. Fred G. Redmon, Chairman of the Washington State Highway Commission, from the Honorable Ralph E. Carter, Mayor of the City of Vancouver, Washington, suggesting that water mains and fire hydrants be installed on the proposed Interstate Bridges, Vancouver to Portland.

This letter is being forwarded to you so that the suggestion may be given consideration in the design plans for the new bridge and the remodeling of the present bridge.

Very truly yours,

WASHINGTON TOLL BRIDGE AUTHORITY

By: J. W. HOOVER
Secretary

JWH:hm
Enc.
cc: Honorable Ralph E. Carter

RECEIVED
JUL 13 1953
[illegible] STATE HIGHWAY COMMISSION
[illegible] DEPARTMENT

RECEIVED
JUL [illegible] 1953
[illegible]

DR. RALPH E. CARTER
OFFICE OF THE MAYOR

CITY OF VANCOUVER

WASHINGTON

June 2, 1953

1353

Mr. Fred C. Redmon
Chairman, Washington State Highway Commission
P. O. Box 182
Yakima, Washington

Dear Mr. Redmon:

As you are aware, the states of Washington and Oregon are contemplating the construction of a new interstate bridge and the remodeling of the present bridge.

It is respectfully suggested that the plans for this construction include a six inch (6") water main on both bridges, with hydrants placed approximately every five-hundred (500') feet. It is my belief that with the large number of freight line and tank truck lines using these bridges that there is serious need for adequate fire protection for these structures. With the necessary hydrants, fires can be controlled and bridge structures protected from the heat which might otherwise cause the collapse of a section, as happened a few years ago on the Washougal River Bridge.

Thank you for any consideration you may give this recommendation.

Very cordially yours,

Ralph E. Carter

RALPH E. CARTER
Mayor

REC:mc

RECEIVED
JUL 13 1953
OREGON STATE HIGHWAY COMMISSION
BRIDGE DEPARTMENT

RECEIVED
JUN 30 1953
FOR FILING

7971
4623

June 29, 1953

Mr. Ralph E. Carter, Mayor
City of Vancouver
Vancouver, Washington

Dear Sir:

This will acknowledge your letter under date of June 2 to the attention of Mr. Ben R. Chandler, Chairman of the Highway Commission, suggesting that the design for the new proposed toll bridge crossing the Columbia River, between Portland and Vancouver, include a provision for a six-inch water main on both bridges, with hydrants located at 500-foot intervals for fire protection.

We thank you for your suggestion and, in the design of the structure, we will be pleased to take your suggestion into consideration.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. W. Stiffler
Assistant State Highway Engineer

WWS:er

cc Mr. Ben R. Chandler
Mr. G. S. Paxson

DR. RALPH E. CARTER
OFFICE OF THE MAYOR

CITY OF VANCOUVER

June 2, 1953 WASHINGTON

Mr. Ben R. Chandler
Chairman, Oregon State Highway Commission
Coos Bay, Oregon

Dear Mr. Chandler:

As you are well aware, the states of Washington and Oregon are contemplating the construction of a new interstate bridge and the remodeling of the present bridge.

It is respectfully suggested that the plans for this construction include a six inch (6") water main on both bridges, with hydrants placed approximately every five hundred feet (500'). It is my belief that with the large number of freight line and tank truck lines using these bridges that there is serious need for adequate fire protection for these structures. With the necessary hydrants, fires can be controlled and bridge structures protected from the heat which might otherwise cause the collapse of a section, as happened a few years ago on the Washougal River Bridge.

Thank you for any consideration you may give this recommendation.

Very cordially yours,

Ralph E. Carter

RALPH E. CARTER
Mayor

REC:mc

NOTED
W. W. STIFFLER

RECEIVED

Arthur B. Langlie, Governor
Chairman of Authority
Cliff Yelle, State Auditor
Auditor of Authority
Jerome K. Kuykendall, Chairman
Public Service Commission
1111
4653

STATE OF WASHINGTON

W. A. Bugge, Director of Highways
Chief Engineer of Authority
H. D. Van Eaton, Director of
Public Institutions
J. W. Hoover,
Secretary of Authority

WASHINGTON TOLL BRIDGE AUTHORITY

TRANSPORTATION BUILDING
OLYMPIA, WASHINGTON

June 23, 1953

NOTED
R. G. WILLIAMS

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

In the absence of Mr. W. A. Bugge, Director of Highways, and according to my understanding as to the information you have requested, this is to advise that the section of Primary State Highway No. 1 (U.S.99) from the Interstate Bridge to 5th Street in Vancouver is the portion of the approach to the bridge on the Washington side which in cost compares favorably with the estimated cost of the approach on the Oregon side.

In the event this does not give you the required information, we should be pleased to be so advised.

Very truly yours,

WASHINGTON TOLL BRIDGE AUTHORITY

By: J. W. HOOVER
Secretary

JWH:hm

RECEIVED
JUN 24 1953
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
JUN 24 1953
FOR FILING

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June 22, 1953

X-Ray Engineering Company
765 Redwood Highway
Mill Valley, California

Attention: Mr. Walter W. Offner

Gentlemen:

We do not anticipate using welding to any great extent on the proposed interstate bridge between Portland and Vancouver. I doubt very much whether it would be advisable to make the detailed inspection which you suggest.

Very truly yours,

R. H. Baldock
State Highway Engineer

GSP:gm
cc G. S. Paxson

ASSIGNMENT

No. [illegible]
By [illegible]

Date: June 19, 1953

Description: Letter 6-15-53 from X-Ray Engineering Company about radiographic inspection of bridges, offering services for Columbia River bridge

Acknowledged by _____ Referred to PAXSON

Investigate and report with recommendation
Investigation, such action as necessary and report
Comment or recommendation
Return with rough draft of reply
Please prepare for _____ signature
XX Please prepare answer for Mr.

Assignment executed 6-22-53 Report received _____

Remarks: hi

ANY

We would be interested in knowing whether radiographic inspection will be required on the bridge to be constructed over the Columbia River between Portland, and Vancouver, Washington.

Our organization is doing a considerable amount of radiographic inspection of field welded bridge and highway construction in the State of California and we would like to offer our services for the Columbia River bridge.

As you know, radiographic inspection not only affords a nondestructive method of detecting defects, but it also keeps the welders on the alert, thus ensuring better welding at the outset and trouble-free operation of the completed structure.

We are equipped to handle a job of any size, in any location here or abroad and we shall be pleased to send you further information about our service and methods upon request.

We would appreciate hearing from you.

Very truly yours,

X-RAY ENGINEERING COMPANY

Walter W. Offner

Walter W. Offner

REFERRED TO
State Highway Engineer

WWO:wm

JUN 19 1953
STATE HIGHWAY [illegible]

RECEIVED
[illegible] HIGHWAY COMMISSION

X-RAY ENGINEERING COMPANY
765 REDWOOD HIGHWAY
MILL VALLEY, CALIFORNIA
PHONE: DUNLAP 8-3315

June 15, 1953

Mr. R. H. Baldock, Engineer
Oregon Highway Commission
Portland, Oregon

Dear Sir:

We would be interested in knowing whether radiographic inspection will be required on the bridge to be constructed over the Columbia River between Portland, and Vancouver, Washington.

Our organization is doing a considerable amount of radiographic inspection of field welded bridge and highway construction in the State of California and we would like to offer our services for the Columbia River bridge.

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We would appreciate hearing from you.

Very truly yours,

X-RAY ENGINEERING COMPANY

Walter W. Offner

Walter W. Offner

WWO:wm

REFERRED TO
[illegible] State Highway Engineer

JUN 19 1953
STATE HIGHWAY [illegible]

RECEIVED
JUN 22 1953
[illegible] STATE HIGHWAY COMMISSION
[illegible]

RECEIVED
FOR FILING
7-7-11
4653

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
June 15, 1953

SUBJECT: Draft of Agreement with State of Washington Additional Interstate Bridge

To: Mr. W. C. Williams
Assistant Highway Engineer
O f f i c e

Dear Mr. Williams:

Enclosed herewith are the original and four copies of a draft form of agreement to be entered into between the State of Oregon and the State of Washington to accomplish the construction of a new interstate bridge adjacent to the existing interstate bridge, the imposition and collection of tolls for the use of both bridges, the issuance of bonds for the financing of said bridge, and the maintenance and operation of both bridges during the period that the new bridge is being paid for.

The exact responsibilities and obligations of the contracting parties have apparently not yet been determined completely, and this draft form of agreement is submitted to you for your consideration and for forwarding to the State of Washington, if you so desire, to be used as a checklist in arriving at the final determinations to be embraced in the final agreement.

The statutes which must be considered in preparing the final form of agreement are Chapter 389, Oregon Laws 1953 (House Bill No. 184, Legislative Session of 1953) Chapter 202, Oregon Laws 1941, Title 43, Revised Code of Washington (Establishment of Washington Highway Commission), Title 47, Chapter 56, Revised Code of Washington (Establishment and Authorities of Washington Toll Bridge Authority) and the bill enacted by the Washington Legislature at its 1953 session, a copy of which, I believe, is in the general file, and if one cannot be found there, we have a copy in the legal file that will be made available to you should you desire to review the same.

Upon receipt of your suggestions and recommendations, after you have had an opportunity to consider the contents of this draft, we will be glad to prepare additional drafts, or the final agreement, if such be indicated.

RECEIVED
JUN 16 1953
OFFICE OF
STATE HIGHWAY ENGINEER

Yours very truly,

C. W. ENFIELD
Chief Counsel

CWE:avh
Encl.

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May 29, 1953

Senator John C. F. Merrifield
1015 Equitable Building
Portland 4, Oregon

My dear John:

I have carefully read your letter of May 21. There is a great deal to be said for your suggestion to eliminate one of the toll gates. You have suggested that we eliminate the southbound toll gate and double the charges on the northbound. It would unquestionably speed the movement of traffic and save money in toll collection; however, there are a great many disadvantages to such a plan.

Unless tolls are placed on both directions of travel, there may be some objections from either Portland or Vancouver, depending upon the choice of direction. The doubling of the charge on the northbound traffic would mean that all the tolls would be on the old bridge, which some people might term inconsistent. If the toll were placed entirely on the northbound traffic, part of the northbound traffic might never re-enter Oregon at this point. If they returned to Oregon, they could very easily return many other different ways, and that would probably bring objections.

Inasmuch as Washington is a partner in this enterprise, I called up William Bugge, Director of Highways, read to him your letter and asked his opinion. He was decidedly opposed to the arrangement and stated that it might even have some effect upon the sale of the bonds. I am inclined to agree with Mr. Bugge that it is much better to have each vehicle that crosses either bridge pay its toll.

We are, however, willing to keep our minds open on the problem and it will be probably four years before the new bridge is done and the tolls are imposed. In the meantime we will have plenty of opportunity to exhaust the possibilities.

With best personal regards, I remain

Cordially yours,

R. H. Baldock
State Highway Engineer

RHB:hi

SENATOR JOHN C. F. MERRIFIELD
13TH SENATORIAL DISTRICT
HOME ADDRESS:
1018 EQUITABLE BLDG.
PORTLAND 4, OREGON

COMMITTEES:
VICE CHAIRMAN: PUBLIC HEALTH
MEMBER: FINANCIAL AFFAIRS
STATE AND FEDERAL AFFAIRS
WAYS AND MEANS

STATE OF OREGON
SENATE CHAMBER
SALEM

May 21, 1953

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sam:

In the May 11 issue of the Oregonian appeared a story by Herb Penny with reference to the proposed toll bridge between Portland and Vancouver.

There were two maps and the smaller one of the two indicated the toll gates. The story developed the plans to charge a toll of 15¢ on passenger cars and 25¢ on trucks. These charges seem reasonable.

It has been suggested that you eliminate the toll gates on southbound traffic and double the charges on northbound. This would accomplish two worthwhile objectives:

(1) eliminate a substantial payroll.

(2) speed movement of traffic.

It would be a rather simple thing to conduct a survey of traffic moving in both directions, and I am of the opinion there is about the same volume in both directions.

Would be interested in your comments, Sam.

Cordially,

John

State Senator

JCFM:jl

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April 27, 1953

Oregon State Highway Commission

Gentlemen:

Now that the states of Oregon and Washington have passed legislation necessary to permit construction of a new bridge across the Columbia River at Vancouver, preliminary planning should be undertaken immediately. One of the things that will be required is a permit from the U. S. War Department for construction of the new bridge. In making such an application we are required to show evidence of Commission authorization for such application.

This matter will be on the next agenda, and I recommend that you formally authorize the making of an application for the new bridge construction.

Very truly yours,

R. H. Baldock
State Highway Engineer

cc Mr. G. S. Paxson

WCW:me fp

FORM E-20 57,500 4-52 50606

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
April 23, 1953

SUBJECT: Vancouver Interstate Bridge

To:

Mr. W. C. Williams
Asst. State Highway Engineer

NOTED
W. C. WILLIAMS

Dear Sir:

The Highway Commission should take formal action at its next meeting authorizing the engineer to apply to the Chief of Engineers, U.S.E.D., for a permit to construct the new bridge across the Columbia River. In making application to the U.S.E.D., it is required that we show evidence of our authorization for the application.

Very truly yours,

G. S. Paxson
Bridge Engineer

GSP:gm

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Salem, Oregon
April 27, 1953

Mr. W. C. Williams

With reference to your communication of April 23, suggest that you request Mr. Enfield to prepare the form of contract by and between the States of Oregon and Washington in relation to the proposed bridge, embodying, among other things, the following concepts:

1. The principal in Oregon will be the State Highway Commission; the principal in Washington, the Washington State Highway Commission and the Washington Toll Bridge Authority.

2. Things to be done by the State of Oregon:

(a) That Oregon design the new structure, with the understanding that we be assisted by Mr. Stevens, the Bridge Engineer of Washington, in the design of the machinery.

(b) Oregon will receive the bids, let the contract and supervise the construction of the new bridge.

(c) Oregon, as at present, will continue to maintain the structure.

3. Things to be done by the State of Washington:

(a) The Washington Toll Bridge Authority shall arrange for and supervise an engineering report on the estimated traffic and earnings of the toll bridge, which report will be necessary before the bonds are sold.

(b) The Toll Bridge Authority shall proceed to receive bids and, if bids favorable to both states are received, proceed with the sale of the bonds.

(c) The Washington Toll Bridge Authority shall operate the toll bridge until it is toll free.

4. Things that each State is to do:

(a) All expenses of either State, chargeable to the design, construction, operation or maintenance of the toll bridges, shall be borne equally by each State. In this connection it may be necessary for Oregon to advance money for the design and Washington for the study by the traffic authorities, among other expenses, before the bonds are sold or the reimbursement can be made.

(b) As soon as all costs of the bridge have been recovered through tolls, it shall be made a free bridge and the operation by the Washington Toll Bridge Authority shall cease.

(c) Subsequent to the freeing of the bridge, the Oregon State Highway Department shall continue to maintain both structures, with the understanding that the State of Washington will pay half of the cost. Oregon will maintain the approaches south of the main structures at its own expense, as will Washington any part of the facility north of the main structures.

(d) Each State shall acquire such rights of way as are needed within its own boundaries, and such costs shall be reimbursable from the bond revenues.

(e) The matter of character of Tolls charges to be agreed to by both parties

R. H. Baldock

RHB:hi

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Salem, Oregon
April 23, 1953

Mr. R. H. Baldock

As a result of a conference held between members of the Oregon and Washington Highway Departments at Vancouver on April 20, it is recommended that the following procedure be followed in preparation for the construction of the new parallel bridge across the Columbia River:

1. That Oregon proceed with the design of the new structure. Mr. Paxson will make the over-all design, but he will be assisted by Mr. Stevens, the Bridge Engineer of Washington, in the design of the machinery. Mr. Stevens has an excellent mechanical engineer on his staff, and it is desirable to utilize his extensive knowledge and experience in the machinery details. Oregon will maintain the structure during the time it is under tolls but will be reimbursed in full for such maintenance from toll revenues.

2. That a three-party agreement be entered into as soon as same can be prepared, whereby it is set forth what will be done by the Oregon Highway Department, by the Washington Department of Highways, and by the Washington Toll Bridge Authority. This agreement should provide that the Oregon Highway Department will design, let the contract, and supervise the construction of the new bridge. The Washington Department of Highways will agree to share maintenance costs on the structure after it is made toll free and will act in a liaison capacity between the Oregon Highway Department and the Washington Toll Bridge Authority during the time the bridge is under the jurisdiction of the Washington Toll Bridge Authority.

The Washington Toll Bridge Authority shall arrange for and supervise an engineering report on the estimated traffic and earnings of the toll bridge, which report will be necessary before bonds may be sold. The Toll Bridge Authority should have the authority to negotiate with a competent firm of consulting engineers for this report. Coverdale & Colpitts, Consulting Engineers, of New York, has rendered excellent reports in the past on toll facilities. Upon completion of the report the Toll Bridge Authority shall proceed with the sale of the bonds and upon the sale of such bonds the Oregon Highway Department will immediately call for bids for the construction of the new bridge.

Each state shall acquire such rights of way as are needed within its own boundaries, the cost of such rights of way to be paid from bond revenues. The above are the essential matters that need to be disposed of in

the immediate future, in order that construction of the bridge may proceed without delay. There are unquestionably many other factors which should enter into the agreement, and these should be considered at a round table discussion between engineers and legal counsel for the three participating parties.

W. C. Williams

WCW:me

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FOR FILING

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April 21, 1953

Mr. Otto Acker
P. O. Box 76
Washougal, Washington

Dear Mr. Acker:

I have your letter of April 16 concerning the Interstate Bridge between Portland and Vancouver.

This a major project involving a large sum of money. Every possible alternate in the location and arrangement of the proposed structure has been thoroughly investigated. The plan which has been adopted calls for a parallel bridge just downstream from the existing bridge and the use of the existing structure as three lanes northbound, and is the arrangement that gives the greatest benefit to the greatest number of people at the least cost.

It is unfortunate that the navigable channel of the river is not in the middle of the stream bed, but we have to take these channels as we find them and it is not feasible to shift the navigable channel farther to the south.

A fixed bridge would, of course, be preferable, but the vertical clearances required for navigation in the vicinity of Vancouver are so great that it would be impossible to meet the existing roadways in Vancouver and still get up high enough to comply with the requirements of navigation.

I want to assure you of my appreciation of your interest in the matter.

Very truly yours,

R. H. Baldock
State Highway Engineer

CSP:gm
cc G. S. Pearson

No. 5780
By R H B

ASSIGNMENT

Date: April 21, 1953

Description: Letter 4-16-53 from Otto Acker, Washougal, about Interstate Bridge.

Acknowledged by _____ Referred to ___ PAXSON _____

Investigate and report with recommendation
Investigation, such action as necessary and report
Comment or recommendation
Return with rough draft of reply
Please prepare for _____ signature
XX Please prepare answer for me. _____
_____

Assignment executed 4-22-53 Report received _____

Remarks:

elsewhere. In its place build a six or eight lane bridge with a clearance equal to that of the Bridge of gods and the channel nearer the center of the stream. Such a bridge will clear all boats and cost each state the same

Yours truly,
Otto Acker.

P.O. Box 76

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reason of the Jantzen
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to discuss this matter
with George Stevens and
it your convenience.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Assistant State Highway Engineer

Mr. Baldock Please see this.

WCW:me

Encl.

cc Mr. G. S. Paxson

RECEIVED
APR 16 1953
FOR FILING

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REFERRED TO Paxson
REFERRED TO
Wm Baldock
BY SECRETARY
By State Highway Engineer
Please prepare reply for my signature.

Washougal, Wash.
Apr. 16, 1953

Dear Sirs:

So much for the inter state bridge (Vancouver - Portland is in Oregon I feel like wailing this letter to you. I believe the present bridge should be sold. It was floated in on barges and can be floated out and be used elsewhere. In its place build a six or eight lane bridge with a clearance equal to that of the Bridge of gods and the channel nearer the center of the stream. Such a bridge will clear all boats and cost each state the same

Yours truly,
Otto Acker.

P.O. Box 76

Mr. Baldock has seen this.

W. C. Williams
Assistant State Highway Engineer

WCWims

Encl.

cc Mr. G. S. Paxson

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FOR FILING

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April 14, 1953

Mr. W. A. Bugge, Director of Highways
Department of Highways
Transportation Building
Olympia, Washington

Attention: Mr. R. H. Kanyon

Dear Sir:

I submit herewith one print of the proposed toll plaza for the Columbia River Interstate Bridge. This plaza has been redesigned to place all of the toll collections on the Oregon side by reason of your having insufficient space for a toll plaza on the Washington side.

You will note that provision is made for collection from 12 lanes of traffic, six in either direction. There are only 11 toll booths, but two collectors operating in the middle booth will collect from two lanes of traffic. You will also note that provision is made for two booths to take care of the Jantzen Beach Amusement Park and Jantzen Beach shopping center traffic. Our studies indicate that one toll booth may probably be able to take care of this traffic effectively, but we do have space provided for two booths should they be necessary. The booths are so laid out that all vehicles crossing the Columbia River will need to pay tolls. I would appreciate your giving this matter considerable study and advising us as to your opinion as to the adequacy of the plan. We are rather pushed for time by reason of the Jantzen Beach Company planning improvements and insisting that the right-of-way limits be made known to them. Should you wish to discuss this matter further, Mr. Paxson and I would be glad to meet with George Stevens and yourself at Vancouver, or some near point to suit your convenience.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Assistant State Highway Engineer

WCWime

Encl.

cc Mr. G. S. Paxson

RECEIVED
FOR FILING

April 3, 1933

Mr. W. A. Bugge
Director of Highways
Department of Highways
Transportation Building
Olympia, Washington

Dear Mr. Bugge:

It is necessary that the State of Oregon determine, in the early future, the amount of right of way that will be required from the Jantzen Beach Amusement Company for the construction of the parallel bridge across the Columbia River at Vancouver, by reason of the fact that the Jantzen Beach corporation is planning improvement and/or addition to the existing facilities and is insisting that it be advised of the ultimate right-of-way requirements. The right-of-way requirements are controlled on the Oregon side by the amount of right of way necessary for providing the necessary toll-collecting plaza.

We have prepared a map, a copy of which is attached, indicating the tentative layout on the Oregon side of the Columbia River for the collection of tolls from northbound traffic. You will note that our plan calls for six toll collectors to take care of six traffic lanes, each 10 feet in width. Studies made at the George Washington Bridge in New York, the Golden Gate Bridge in San Francisco, and other structures, indicate that it takes six to eight seconds for a vehicle to pass through a toll-collecting facility. Inasmuch as toll collection at the Columbia River Bridge should be on the favorable side from the time-element standpoint by reason of the fact that 75 per cent or more of the traffic is expected to be commuter traffic having tickets for passage, thus expediting the toll collection, we have assumed that a toll collector will be able to collect a toll each seven seconds, which would be 514 vehicles per hour. On the basis of six toll collectors, this would permit a maximum collection, without interference with traffic, of 3,084 per hour.

In our studies of the amount of traffic that will utilize this bridge, we have based our computations on Amortization Table No. 2, dated November 6, 1932, which includes generated traffic. We believe that the traffic estimates are on the conservative side and should, therefore, use the higher estimates of traffic, which Table No. 2 does. This table indicates that when the bridge is opened to traffic in 1957 there will be 47,000 vehicles daily. Recent studies that we have made as to the traffic pattern indicate that peak-hour traffic for northbound traffic only will be 5.2 per cent of the average daily traffic. This then means that upon the opening

[illegible] provide for the sharing and distribution of

of the bridge there would be 2,444 northbound vehicles per hour, which could be handled with five collection booths. By 1961 the traffic is estimated to be 51,000 daily, which, using 5.2 per cent for northbound traffic, results in 2,652 per peak hour. By this time the six toll booths would be required.

By 1964, which would be nearing the end of the toll period, traffic is estimated at 53,500 per day, which would result in a peak-hour traffic of 2,782, this amount still being under the possible collection of 3,084. While the collectors can actually collect slightly more tolls than the traffic would indicate, it is believed that, on Sundays and holidays when the peak traffic exceeds the average daily traffic, all six booths would probably be pushed to the limit in collections.

It is suggested that you determine whether you have sufficient right of way on the Washington side for the requisite number of toll-collection stations for southbound traffic and whether you concur in our determination of the number of collection stations required. We would appreciate your early advice in this matter and would like to be furnished a plan showing the toll plaza on the Washington side.

Very truly yours,

R. H. Baldock
State Highway Engineer

WCW:me hi
cc Mr. W. C. Williams

FORM E-30 25M 9-51 52315

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
March 6, 1953

SUBJECT: Toll collection facilities
Interstate Bridge at Vancouver

To: Mr. W. C. Williams
Asst. State Highway Engineer

Dear Sir:

I have assembled what data I have in this office on toll collecting facilities at several of the existing toll bridges. It seems that we are going to have quite a problem fitting in an adequate toll collecting facility in the area between the north end of the Oregon Slough Bridge and the south end of the main river bridge.

If it is proposed that tolls be collected on traffic from Portland to Waddle's restaurant, to the supermarket lying on the east side of the highway and to Jantzen Beach lying on the west, as well as on traffic from Vancouver to these facilities, I see no possibility of getting away from placing the southbound and northbound toll booths at different locations. The northbound toll booth would be as close as practical to the end of the Oregon Slough Bridge and the southbound toll booth as near as practical to the end of the main river bridge.

The best discussion of requirements for toll collection plazas that I have been able to find is in a paper by John F. Curtin, entitled "Bridge and Tunnel Approaches," in the 1941 Transactions of the A.S.C.E. Mr. Curtin develops formulae, based on vehicle speed and safe values of tire friction on pavements, to establish a minimum length between a bridge end and the toll collecting station in which to spread out the traffic various distances. Studies made at the George Washington Bridge in New York, at the Golden Gate Bridge at San Francisco, and other structures indicate that it takes from 6 to 8 seconds for a vehicle to pass through the toll collecting facility. This is equivalent to 450 to 600 vehicles per hour through each toll collecting lane. The maximum traffic capacity of a traffic lane is in the neighborhood of 1,500 vehicles per hour. To provide for maximum traffic would require 2½ to 3 toll collecting booths per traffic lane on the bridge. The San Francisco-Oakland Bay Bridge has 16 traffic collecting booths for the 9 traffic lanes on the bridge. The Lincoln tunnel in New York has provided 13 traffic booths for 4 traffic lanes. The George Washington Bridge in New York has 16 traffic booths for a roadway width of 90 feet on the structure. I am not sure of the number of traffic lanes into which they have divided this bridge. The Lake Champlain Bridge in New York State has 4 traffic booths for two traffic lanes on the structure.

If we use 7 traffic booths for each of the three-lane structures at the Interstate Bridge, Mr. Curtin's data would require a length of 317 feet between the bridge end and the toll collecting facility for a 40-mile vehicular speed and 239 feet for a 30-mile vehicular speed. The arrangement of traffic booths would require approximately 96 feet of width on each side of the common center line between the two structures.

If the toll collecting facility is expanded to allow 8 toll collecting lanes for each structure, these distances would be increased to 375 feet for 40-mile speed and 283 feet for 30-mile speed, and the width would increase to 110 feet on each side of the common center line.

Either of these arrangements would encroach on the Jantzen Beach property and on the property of the Waddle restaurant and the supermarket, and still greater encroachment would be necessary in moving the connection to Jantzen Beach for southbound traffic to a point south of the toll collecting facility.

If tolls are charged on the main bridge only with free access to Jantzen Beach and the restaurant and market, both northbound and southbound toll collecting facilities can be at the same point and would logically be at the minimum distance from the south end of the main river bridge. I believe we would have less right-of-way trouble if this were done, and we certainly would get away from a lot of argument with the property owners in this area.

The above, of course, is only a very preliminary study of the problem. I have no information as to how the traffic facilities at any of these bridges corresponds to the results of Mr. Curtin's study, and it may be that his theoretical analysis does not work out too well in practice.

Very truly yours,

G. S. Paxson
Bridge Engineer

GSP:gm

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MAR 6 1953
STATE HIGHWAY ENGINEER

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April 3, 1953

Honorable Paul L. Patterson
Governor or Oregon
State Capitol
Salem, Oregon

Dear Governor Patterson:

In reference to the letter from the Parkrose Chamber of Commerce, I am attaching hereto a copy of a letter addressed to Senator Elmo E. Smith, Chairman of the Committee on Roads and Highways, under date of March 16, which explains the situation relative to the recommendation of the State Highway Commission that the Legislature authorize tolls on the present Interstate Bridge, which bill has passed the House and is now before the Senate.

Joint studies were made by the State Highway Departments of Washington and Oregon in 1950. These studies embraced bridge locations across the Columbia River which appeared to be at all feasible. They did not include 122nd Avenue, which would suit Parkrose, because this line does not tie into any feasible connection. If a bridge were built at this place, the relief on the present bridge would be so small that the parallel bridge would probably have to be built anyhow.

After all, it is rather idle to discuss the 122nd Avenue bridge because any bridge must be built by a joint effort between the two states, and the State of Washington is not in any manner interested in any bridge across the Columbia River except the parallel structure at Vancouver. The State Highway Commission of Washington is now constructing the approaches to this bridge, including the expressway which will pass around the business section of Vancouver and proceed northward along the edge of the Military Reservation. At the same time it will make adequate connection to the town itself. The State Highway Commission of Washington and its Director authorized me to say to our Legislature that they were not interested in any other bridge site and would not cooperate on any except the parallel structure adjacent to the present bridge.

I will not attempt to refute all the arguments Mr. Pierce has made. Suffice it to say that there was a careful study of the various bridge sites made by the technical staffs of the Highway Departments of both states. This study and report was considered by the Highway Commission of each state, and the plan was adopted. I can assure you that it is by far the most feasible plan available to solve a situation which will very shortly become acute.

Very respectfully,

R. H. Baldock
State Highway Engineer

RHB:hi
Enclosure

PAUL L. PATTERSON
GOVERNOR

STATE OF OREGON
EXECUTIVE DEPARTMENT
SALEM

March 30, 1953

Mr. R. H. Baldock, Engineer
State Highway Department
State Highway Building
Salem, Oregon

Dear Mr. Baldock:

I thank you for your letter on the question of classification of your employes. I was glad to get the information and will now be prepared to discuss it more intelligently with anyone who brings this subject up.

I enclose herewith a letter which I received from the Parkrose Chamber of Commerce. I have answered it on such facts as I have, but you might care to express your ideas on what they have therein set forth. I do not think you should answer them direct inasmuch as I intend to do this. Will you kindly return the letter to me when you have finished reading it.

Sincerely yours,

Paul L. Patterson

PLP:E

Governor

Enclosure

RECEIVED
MAR 31 1953
OFFICE OF
STATE HIGHWAY ENGINEER

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A BILL

for an Act relating to the operation of the interstate bridge over the Columbia River between Portland, Oregon and Vancouver, Washington, as ~~a free~~ toll bridge and the disposition of revenues derived therefrom; creating new provisions; and repealing sections 100-3276, 100-3277, 100-3278, 100-3279, 100-3280, 100-3281, 100-3282, 100-3283, 100-3284, 100-3285, 100-3286, 100-3287, 100-3288, 100-3289 and 100-3290, O.C.L.A.

Be It Enacted by the People of the State of Oregon:

Section 1. The interstate bridge now existing over the Columbia River between Portland, Oregon, and Vancouver, Washington, may be operated ~~free to the public or may be operated as a toll bridge, as may appear to the State Highway Commission to be in the best public interest;~~ by the State Highway Commission as a toll bridge for the purpose of creating revenue to be used as set forth in section 4 of this Act.

Section 2. The State Highway Commission may impose and collect tolls and franchise fees for the use of said bridge by all vehicles, pedestrians and public utilities, including power, light, telephone and telegraph wires, and water, gas and oil pipes.

Section 3. The State Highway Commission is authorized to make and enter into agreements, in the name of the State of Oregon, with the Federal Government or any of its agencies, any state which borders the State of Oregon, any county, municipality, port or other political subdivisions of such bordering state or the State of Oregon, and any person, association or corporation, for the purpose of carrying out or putting into effect the provisions of this Act. Such agreements shall contain express provisions with respect to the financial or other obligations assumed by the parties to the agreement, and may provide for the sharing and distribution of

FOR FILING

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A BILL

for an Act relating to the operation of the interstate bridge over the Columbia River between Portland, Oregon and Vancouver, Washington, as ~~a free or~~ toll bridge and the disposition of revenues derived therefrom; creating new provisions; and repealing sections 100-3276, 100-3277, 100-3278, 100-3279, 100-3280, 100-3281, 100-3282, 100-3283, 100-3284, 100-3285, 100-3286, 100-3287, 100-3288, 100-3289 and 100-3290, O.C.L.A.

Be It Enacted by the People of the State of Oregon:

Section 1. The interstate bridge now existing over the Columbia River between Portland, Oregon, and Vancouver, Washington, may be operated ~~free to the public or may be operated as a toll bridge, as may appear to the State Highway Commission to be in the best public interest,~~ by the State Highway Commission as a toll bridge for the purpose of creating revenue to be used as set forth in section 4 of this Act.

Section 2. The State Highway Commission may impose and collect tolls and franchise fees for the use of said bridge by all vehicles, pedestrians and public utilities, including power, light, telephone and telegraph wires, and water, gas and oil pipes.

Section 3. The State Highway Commission is authorized to make and enter into agreements, in the name of the State of Oregon, with the Federal Government or any of its agencies, any state which borders the State of Oregon, any county, municipality, port or other political subdivisions of such bordering state or the State of Oregon, and any person, association or corporation, for the purpose of carrying out or putting into effect the provisions of this Act. Such agreements shall contain express provisions with respect to the financial or other obligations assumed by the parties to the agreement, and may provide for the sharing and distribution of tolls and franchise fees between or among such parties.

Section 4. The revenues derived ~~by the State of Oregon~~ from the imposition and collection of tolls and franchise fees for the use of said bridge ~~shall be placed to the credit of the State Highway Fund, and may be used by the State Highway Commission for any purpose for which it is authorized to make expenditures.~~ shall be used for the purpose of paying the cost and incidental expenses of construction of a new bridge, including approaches thereto, across the Columbia River adjacent to said existing interstate bridge, including payment of principal, interest and financing costs of bonds issued for the purpose of obtaining funds for the construction of said new bridge, and the cost of maintaining and operating both of said bridges while said bridges are operated as toll bridges.

Section 5. The said existing interstate bridge shall be operated as a free bridge whenever all bonds and interest thereon issued for the purpose of obtaining funds to be used for construction of a new bridge adjacent to said existing interstate bridge have been paid.

Section ~~5~~ 6. Sections 100-3276, 100-3277, 100-3278, 100-3279, 100-3280, 100-3281, 100-3282, 100-3283, 100-3284, 100-3285, 100-3286, 100-3287, 100-3288, 100-3289 and 100-3290, O.C.L.A., are hereby repealed.

FORM G-123 900M REVISED 2-52

FOR FILING

COMMISSIONERS

BEN R. CHANDLER, CHAIRMAN
COOS BAY

CHAS. H. REYNOLDS, MEMBER
LA GRANDE

M. K. McIVER, MEMBER
PORTLAND

H. B. GLAISYER
SECRETARY

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OREGON
STATE HIGHWAY DEPARTMENT
SALEM

March 16, 1953

R. H. BALDOCK
STATE HIGHWAY ENGINEER

W. C. WILLIAMS
1ST ASST. STATE HWY. ENGR.

W. W. STIFFLER
2ND ASST. STATE HWY. ENGR.

C. W. ENFIELD
CHIEF COUNSEL

Senator Elmo E. Smith, Chairman
Committee on Roads and Highways
State Capitol Building
Salem, Oregon

Dear Senator Smith:

The present Interstate Bridge on US99 between Portland, Oregon and Vancouver, Washington is now carrying about 33,000 motor vehicles in an average 24-hour period. The practical working capacity of this bridge is 31,000 vehicles. About five years from now, at present estimates, the traffic will reach about 40,000 vehicles per day, which amount will cause severe congestion. If the bridge were authorized now, it would take about 18 months to design the structure and 2½ years to construct it, or a total of 4 years from date. The State Highway Departments of Oregon and Washington are calling this matter to the attention of the legislative bodies of the two states so that appropriate action in the passage of the requisite enabling acts can be taken care of now, which will permit the building of this much needed structure by the road authorities of the two states by the time this severe congestion develops.

There is no question about the site. A study was made jointly by the State Highway Departments of Washington and Oregon in 1950 on five major routes; namely, the present route, the St. Johns route, the 39th Avenue extension route, the 82nd Avenue extension route, and the tunnel route. The cost estimates indicated that by far the best solution is the selection of a bridge parallel to the present bridge. The present bridge is a rather narrow, 4-lane structure, but perfectly adequate to carry three lanes. It is proposed that the present structure carry three lanes of traffic northbound and the new structure three lanes of traffic southbound. The cost of the parallel bridge at the present site is about 55 per cent of the cost of the high-level bridges at the alternate sites and 44 per cent of the cost of the tunnel route. The estimates made in 1950 indicated that the present route, when finally completed from one end to the other, would cost about $27 million, the high-level routes from $46 to $49 million, the tunnel route about $62 million. Of the cost of the present route, the bridge itself is now estimated to cost about $7.5 million and the approaches needed at this time $2.5 million.

Most of the Washington approaches are now under contract and will be completed within a relatively short time. The Oregon approaches from Columbia Slough to the main river channel will cost about $2.5 million, and

they are included in the $10 million estimated for the bridge. The remaining approaches in Oregon can wait for 10 or 15 years and, in the meantime, the people can use Union Avenue and Denver Avenue very nicely.

The main portion of traffic on the present Interstate Bridge is local, between Portland, Oregon and Vancouver, Washington, and the present bridge site is ideally located for that service. Origin-and-destination studies indicate that, if the St. Johns bridge were built, it would take away only about 4,000 vehicles per day; the 39th Avenue extension route about 11,000; and the 82nd Avenue extension about 6,000 of the present daily traffic on the present bridge. This indicates quite clearly that it will soon be necessary to build a parallel bridge at the present site, even though a bridge at one of the other sites were built now. These accurate origin-and-destination surveys indicate the truth. These findings do not represent opinions -- they represent facts.

It was decided by both State Highway Commissions that the greatest benefits to the road users would be obtained by building a low-level bridge parallel and adjacent to the present structure and making the connections on the Oregon side to the south edge of Columbia Slough across the Columbia flood plain. Each bridge will afford three lanes of traffic in each direction. The practical working capacity of this bridge will be 60,000 vehicles and, at the present rate of increase, this will not be reached until 1980. These two structures will carry as many as 75,000 vehicles before severe congestion develops, which would indicate that the bridge would be satisfactory for the next half century.

You have before you now consideration of House Bill No. 184. The Highway Commission does not need authority to build a new bridge or to establish tolls on it, but it does need authority to establish tolls on the old bridge. I understand that the establishment of tolls on the present bridge is opposed by certain factions, principally in Multnomah County. The statement has been made to the effect that when this bridge was turned over to the State and freed from tolls there was an understanding that it would remain free from tolls. I do not question this statement, but times have changed in the past 25 years. Traffic has increased from a few thousand a day to 33,000 vehicles a day and is constantly increasing.

The cost of the bridge is so great that it is difficult, if not impossible, to secure money from other sources in either state. Since the bridge is so vitally needed for the daily traffic between Vancouver and Portland and benefits these people the most, it was decided to build the structure by the toll method. It would seem incongruous to place tolls on the new bridge without placing tolls on the old bridge, since this would permit northbound traffic to go free and require twice the tolls on southbound traffic.

I feel certain that the very people who now oppose this bill would be the ones that would later deeply regret their action if they are successful in defeating the measure, because they are the very people who would suffer the greatest losses when the congestion on this bridge develops. The measure has been passed by the State of Washington, so the decision is up to the State of Oregon. The State Highway Departments, as I stated before, are trying to be forehanded about this matter and have called it to the attention of the legislature of each state before serious congestion develops. Due to the time required to plan and construct the new bridge, it will be impossible to avoid

a long period of paralyzing congestion unless action is taken this session to provide the enabling legislation.

The cost of the bridge itself is estimated to be about $7.5 million and the approaches needed now $2.5 million, or a total of $10 million. If the structure can be placed under contract early in 1955, the bridge can be completed by the end of 1957. It is proposed that the State of Oregon design the structure and supervise its construction and that the Washington Toll Bridge Authority sell the revenue bonds and operate the bridge until it is made free. Since interest must be paid upon the bonds immediately after they are sold and one-twentieth of the principal will come due each year, it will be necessary to provide approximately $1.2 million to carry the finances until the tolls are charged. It is estimated that the $11.2 million bond issue for construction and financing can be amortized in nine years from the time traffic is opened up on the two bridges.

The amount of the tolls will depend on the actual cost of the bridge; however, they will be moderate -- perhaps 15 cents per passenger car and from 25 cents to 50 cents per truck. Commutation rates will be considered.

Respectfully yours,

R. H. Baldock
State Highway Engineer

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COMMISSIONERS
BEN R. CHANDLER, CHAIRMAN
Coos Bay
CHAS. H. REYNOLDS, MEMBER
La Grande
M. K. McIVER, MEMBER
Portland

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OREGON
STATE HIGHWAY DEPARTMENT
SALEM

March 11, 1953

R. H. BALDOCK
STATE HIGHWAY ENGINEER
C. W. ENFIELD
CHIEF COUNSEL
H. B. GLAISYER
SECRETARY

Senator Elmo Smith, Chairman
Committee on Roads and Highways
Capitol Building
Salem, Oregon

Dear Senator Smith:

This is in reference to House Bill No. 184 which was introduced for the purpose of authorizing the operation of the Interstate Bridge as a toll bridge. You have inquired as to why it is necessary or desirable that the bill include, in section 4, a provision allowing revenues derived from the bridge to be used by the Highway Commission for any purpose for which the Commission is authorized to make expenditures.

As you know, a tentative agreement between the Oregon and the Washington State Highway Commissions calls for the construction of a new bridge across the Columbia River, parallel to and eighty feet westerly of the existing bridge. It is proposed that the construction of the proposed new bridge, including approaches thereto, be financed by the sale of bonds, with the principal and interest thereon to be paid from toll charges to be imposed on both the existing bridge and the proposed new bridge. It is planned that the bonds will be issued by, and obligations of, the Washington Toll Bridge authority.

Since the Washington Toll Bridge authority will handle the financial arrangements, it is most desirable that the imposition, collection and disposition of tolls be, in so far as possible, free of restrictions so that the contract between the agencies of Oregon and Washington may contain provisions which will permit sale of the bonds upon the most favorable terms, and so that there will be no conflict between the laws of Oregon and Washington.

It is planned that the entire amount of revenues derived from both bridges will be pledged for the payment of principal, interest and service charges of the bonds, and for maintenance and repair of both bridges. Thus, there will actually be no funds available for expenditures for other purposes, and the provision authorizing unrestricted expenditure of such revenues has no practical effect. It was necessary, however, to insert the provision into the Bill

in order to avoid any ambiguity and to make the Bill complete in all respects.

It should be borne in mind that House Bill No. 184 is enabling legislation only. The Legislature has granted to the Highway Commission, by chapter 202, Oregon Laws 1941, authority to do everything necessary for the construction of a new bridge in conjunction with the State of Washington, including authority to impose and collect tolls for the use of the new bridge. (Incidentally, that statute provides that revenues derived from tolls imposed on such bridges will be placed to the credit of the Highway Fund to reimburse the fund for expenditures made in connection with the bridge. This, in effect, authorizes expenditure of such revenues for any purpose for which the Highway Fund may be expended.) However, the Highway Commission does not have authority to impose tolls for all purposes upon the existing bridge. Since it is planned to operate both bridges as free bridges as soon as the bonds have been retired, it is desirable the bonds be retired at the earliest possible date. It was to accomplish this purpose, by making more revenues available for such retirement, that House Bill No. 184 was introduced.

I hope this has fully answered your question. I will be very glad to furnish any further information which you may desire.

Yours very truly,

C. W. ENFIELD
Chief Counsel

RLM:FRC

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FILE

COPY

WASHINGTON
STATE HIGHWAY COMMISSION
DEPARTMENT OF HIGHWAYS

Transportation Building
Olympia

March 9, 1953

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Re: Portland-Vancouver Interstate Bridge

Dear Sir:

Confirming our telephone conversation of this morning, I am enclosing herewith a copy of the air mail letter dated March 6, 1953, which was received from Chapman and Cutler, Bond Attorneys, Chicago, with reference to House Bill No. 184 now pending before the Oregon Legislature and to which is attached a form of legislation which has been suggested by said firm of Chapman and Cutler.

This is being forwarded for your information and for whatever action you may deem necessary.

Very truly yours,

/s/ W. A. Bugge

W. A. BUGGE
Director of Highways

WAB:hm

(Original referred to Mr. Enfield with note:
"I told Bugge that you thought our bill was ok and we would make no change. Please call me.)

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COMMISSIONERS
BEN R. CHANDLER, CHAIRMAN
Coos Bay
CHAS. H. REYNOLDS, MEMBER
LA GRANDE
M. K. McIVER, MEMBER
PORTLAND
H. B. GLAISYER
SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
W. C. WILLIAMS
1ST ASST. STATE HWY. ENGR.
W. W. STIFFLER
2ND ASST. STATE HWY. ENGR.
C. W. ENFIELD
CHIEF COUNSEL

STATE

OREGON
STATE HIGHWAY DEPARTMENT
SALEM

March 9, 1953

4653

Senator Elmo E. Smith, Chairman
Committee on Roads and Highways
State Capitol Building
Salem, Oregon

Dear Senator Smith:

House Bill No. 184, which is an enabling act to permit the State Highway Commission to levy tolls on the present bridge between Portland, Oregon and Vancouver, Washington on the route of US99, is, as I understand it, opposed by certain factions, primarily in Multnomah County. The statement is made to the effect that when this bridge was turned over to the State and freed from tolls there was an understanding that it would remain free from tolls. I do not question this agreement, but it was made 25 years ago and times have certainly changed since then. Traffic has increased from a few thousand a day to 33,000 average daily traffic, and the traffic is constantly increasing.

The working capacity of this structure is 31,000 vehicles, and five years from this date it is estimated that the bridge will be required to carry about 40,000 vehicles per day. This will cause major congestion and the delays incident to its operation will prove so serious that the people who live in Vancouver and work in Portland, or vice versa, would suffer losses far in excess of the moderate tolls required.

If the enabling act is passed this session, the design can be started and the bridge can be built within about four years' time. There are no funds in either Oregon or Washington to build it, except to build it as a toll bridge. It would appear absurd to place all tolls on the southbound, new bridge and no tolls on the northbound, old bridge, since both bridges constitute one river crossing and the traffic in each direction should bear its share.

I feel certain that the very people who now oppose this bill would be the ones that would later deeply regret their action if they are successful in defeating the measure, because they are the very people who would suffer the greatest losses when the congestion on this bridge develops. The measure has been passed by the State of Washington, so the decision is up to the State of Oregon.

The State Highway Departments of Oregon and Washington are trying to be forehanded about this matter and have called it to the attention of the Legislatures before serious congestion develops. Due to the time

required to plan and construct the new bridge, it will be impossible to avoid a long period of paralyzing congestion unless action is taken this session to provide the enabling legislation.

Respectfully yours,

R. H. Baldock
State Highway Engineer

cc Members of the Committee

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OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
February 27, 1953

SUBJECT:

To: Mr. R. H. Baldock
State Highway Engineer
O f f i c e

Dear Mr. Baldock:

In compliance with your request on February 24, 1953, Mr. Frank C. McKinney of this office has searched the law with respect to the effect of Article I, Section 10 of the Constitution of the United States, concerning the prohibition of states entering into agreements or compacts, in so far as such constitutional provision may have a bearing upon H. B. No. 184, wherein the State of Oregon is authorized to enter into agreements with the Federal Government, the State of Washington, or any county, municipality, port or other political subdivision of the State of Washington, for the purpose of establishing and collecting tolls for use of the Interstate Bridge. Mr. McKinney has set forth the very limited law on this matter in a letter addressed to me, a copy of which is enclosed herewith for your information.

I concur with Mr. McKinney in that it is my opinion Article I, Section 10 of the United States Constitution, in so far as it pertains to the necessity of any state to obtain the consent of Congress before entering into any agreement or compact with another state, pertains only to such agreements or compacts that tend to increase the political influence of the contracting states, which increased political influence would invade the supremacy of the United States, and that this constitutional provision does not require that every agreement between two states be ratified by Congress. It is further my opinion that the nature and type of agreement contemplated by H. B. No. 184, concerning the establishment and collection of tolls for use of the Interstate Bridge, is not an agreement affecting the political influence of the States of Oregon and Washington in derogation of the supremacy of the United States, and therefore does not require the consent of Congress within the intent of Article I, Section 10 of the United States Constitution.

Yours very truly,

C. W. ENFIELD
Chief Counsel

CWE:avh
cc - George C. Hester, Jr.

FORM E-20X 25M 11-50 44702

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
February 25, 1953

SUBJECT:

To: Mr. C. W. Enfield
Chief Counsel
O - S H C

Dear Mr. Waldock:

On February 24, 1953, Mr. Waldock orally requested me to make a brief search of the law with respect to whether or not it is necessary for the States of Oregon and Washington to receive the consent of Congress before they can mutually agree to construct an interstate bridge between Portland, Oregon and Vancouver, Washington. In compliance with said request, I herewith submit a short brief covering the subject.

Article 1, Section 10, of the United States Constitution, provides in part:

> "* * * No State shall, without the Consent of Congress, lay any Duty of Tonnage, keep Troops, or Ships of War in time of Peace, enter into any Agreement or Compact with another State, or with a foreign Power, or engage in War, unless actually invaded, or in such imminent Danger as will not admit of delay."

In my search with respect to the meaning of the phrase "enter into any agreement or compact with another State", I located the case of Virginia v. Tennessee, 148 U. S. 503, 13 S. C. 728, 37 L. Ed. 537, which was decided by the United States Supreme Court on April 3, 1893. This case involved an argument between the States of Virginia and Tennessee with respect to the location of their boundary. It appears that in 1801, after both states had been admitted, a dispute arose as to the boundary line between the States, and that in order to settle the same the states agreed to appoint a joint commission to run and establish a boundary. The Commission ran and established such a boundary line, and in 1803 the Legislatures of both states recognized and approved the line and declared the same to be the true and real boundary between the states. Neither the mutual agreement between the states to appoint the joint commission to run the line, nor the subsequent agreements enacted by the two state legislatures which mutually agreed that the established line was to be the true line, were ever submitted to Congress for its approval.

As a result, the State of Virginia, in 1892, brought this action claiming that it owned additional territory by reason of its colonial charter, and submitted to the Supreme Court the question of whether or not the two states could mutually agree without the consent of Congress on a boundary line. The Supreme Court in deciding the case stated that it was not necessary for Congress to ratify or consent to such an agreement on paper. They held further that since the United States Congress had subsequently, in passing legislation affecting these states, recognized the boundary line as drawn by the joint commission had thereby given its implied consent which is all that is necessary. I believe that the opinion as subsequently quoted sufficiently covers what agreements or compacts between the states must be ratified and those which can be entered into between states without formal Congressional ratification.

Virginia v. Tennessee, 148 U. S. 503, pp. 517-518:

"* * * The Constitution provides that 'no State shall, without the consent of Congress, lay any duty of tonnage, keep troops or ships of war in time of peace, enter into any agreement or compact with another State, or with a foreign power, or engage in war, unless actually invaded, or in such imminent danger as will not admit of delay.'

"Is the agreement, made without the consent of congress, between Virginia and Tennessee, to appoint commissioners to run and mark the boundary line between them, within the prohibition of this clause? The terms 'agreement' or 'compact' taken by themselves are sufficiently comprehensive to embrace all forms of stipulation, written or verbal, and relating to all kinds of subjects; to those to which the United States can have no possible objection or have any interest in interfering with, as well as to those which may tend to increase and build up the political influence of the contracting States, so as to encroach upon or impair the supremacy of the United States or interfere with their rightful management of particular subjects placed under their entire control.

"There are many matters upon which different States may agree that can in no respect concern the United States. If, for instance, Virginia should come into possession and ownership of a small parcel of land in New York which the latter State might desire to acquire as a site for a public building, it would hardly be deemed essential for the latter State to obtain the consent of Congress before it could make a valid agreement with Virginia for the purchase of the land. If Massachusetts, in forwarding its exhibits to the World's Fair at Chicago, should desire to transport them a part of the distance over the Erie Canal, it would hardly be deemed essential for that State to obtain the consent of Congress before it could contract with New York for the transportation of the exhibits through that State in that way. If the bordering line of two States should

> cross some malarious and disease-producing district, there could be no possible reason, on any conceivable public grounds, to obtain the consent of Congress for the bordering States to agree to unite in draining the district, and thus removing the cause of disease. So in case of threatened invasion of cholera, plague, or other causes of sickness and death, it would be the height of absurdity to hold that the threatened States could not unite in providing means to prevent and repel the invasion of the pestilence, without obtaining the consent of Congress, which might not be at the time in session.* * *"

It is to be noted that the Supreme Court recognizes that there are numerous instances, such as the drainage of malarious or disease-producing districts between states, which states can by mutual agreement cooperate on a project without the necessity of obtaining any consent from Congress.

In running the citator on Virginia v. Tennessee, supra, I found that there have been no reversals of any kind. I further found in the case of United States v. Fiegenheimer, Federal District Court, New Jersey, 14 Fed. Supp. 584, which was decided October 22, 1935, that District Judge Clark, following his decision in the case, made a rather lengthy statement to the grand jury, and declared in part, with reference to Article I, Section 10 of the United States Constitution, as follows:

> "* * * that clause has no application to such matters as extradition, agreements covering wage scales, etc., which some are suggesting its use for. The clause has only been interpreted twice by the courts, by the United States Supreme Court in Virginia v. Tennessee, 148 U.S. 503, 13 S. Ct. 728, 37 L. Ed. 537, and by a lower federal court in Pope v. Blanton (D.C.) 10 F. Supp. 18, at page 22. Both cases declare that the intent of the provision was to require the consent of Congress for such agreements between states as affected the national supremacy and such matters only. So boundary agreements were held the furtherest limit to the constitutional prohibition, and the Supreme Court expressly declared that the states need not go to Congress for permission to 'unite in providing means to prevent and repel the invasion of the pestilence without obtaining the consent of Congress, which might not be at the time in session.' 148 U.S. 503, at page 518, 13 S. Ct. 728, 734, 37 L. Ed. 537.
>
> "So clearly all talk of the constitutional clause being relevant to extradition is nonsense. As a state acts through its Legislature whether it is ratifying a compact or passing a

ler, it would seem useful for the state legislatures to get together." " "

I have checked the case referred to by Judge Clark, namely, Pope v. Blanton, 10 F. Supp. 18, and find that it fully affirms the Virginia v. Tennessee case, supra.

In conclusion, therefore, it is my opinion that Article I, Section 10, of the United States Constitution, in so far as it refers to the necessity of states toobtain the consent of Congress before entering into any agreement or compact, refers only to such agreements or compacts which may tend to increase or build up the political influence of the contracting states wherein the contracting states could then in some manner either question, encroach or impair the supremacy of the United States over any or part of the 48 states. It does not mean that every agreement between states must be expressly ratified by Congress.

With respect to implied consent, which is mentioned in the case of Virginia v. Tennessee, supra, I believe that the fact that the United States Congress has passed a Federal Aid to Highway Act and in particular provided in Title 23, Section 9 a, U. S. C. A., for the allocation of Federal Funds to any state or states or political subdivision or subdivisions thereof for the construction of toll bridges, that this would certainly indicate that Congress has no objection, and therefore by implication gives its consent to states to enter into agreements for the construction of interstate toll bridges and highways.

Yours very truly,

FRANK C. McKINNEY
Assistant Attorney

FCMc:sth

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Prepared for
Sen. Elmo Smith

THE PROPOSED NEW COLUMBIA RIVER BRIDGE ON U.99
BETWEEN PORTLAND, OREGON AND VANCOUVER, WASHINGTON
(House Bill No. 184)

The present Interstate Bridge on U.99 between Portland and Vancouver is now carrying about 33,000 vehicles in an average 24-hour period. The practical working capacity of this bridge is 31,000 vehicles. About five years from now, at present increases, the traffic will be about 40,000 per day, which will cause severe congestion. If the bridge were authorized now, it would take about 18 months to design the structure and 2½ years to construct it, or a total of four years. In consequence it is quite appropriate that enabling acts be passed now by the Oregon and Washington legislators to permit the building of this much-needed structure by the road authorities of the States of Oregon and Washington.

There is no question about the site. A study was made jointly by the State Highway Departments of Washington and Oregon in 1950 of five major routes; namely, the present route, the St. Johns route, the 39th Avenue extension route, the 82nd Avenue extension route, and the tunnel route. The cost estimates indicated that by far the best solution is the selection of a bridge parallel to the present span, the present bridge, which is now a narrow four-lane structure, to carry three lanes of traffic northbound, and the new structure to carry three lanes of traffic southbound. The cost of the parallel bridge plan at the present site is approximately 43 per cent cheaper than the high-level bridges at the alternate sites and 57 per cent cheaper than the tunnel route. This was based not only on the cost of the bridge structure but also on the cost of the approach roads in both Oregon and Washington. In the meantime, the approaches north of Vancouver along the present route in Washington are well underway.

The major portion of traffic on the present Interstate Bridge is local between the cities of Portland, Oregon and Vancouver, Washington, and the present

bridge is ideally located for that service. Origin and destination studies indicate that, if the St. Johns bridge were built, it would take away only about 4,000 vehicles per day; the 39th Avenue extension, about 11,000; and the 82nd Avenue extension, about 6,000 of the present daily traffic on the present bridge. In other words, it would soon be necessary to build a parallel bridge at the present location regardless of the time of building the other structures.

It was decided by both states that the greatest benefit to the road users would be obtained by building a low-level bridge parallel and adjacent to the present structure and making the connections on the Oregon side to the south edge of Oregon Slough across the Columbia flood plain. Each bridge will afford three lanes of traffic in either direction. The practical working capacity of this bridge will be 60,000 vehicles and, at the present rate of increase, this will not be reached until about 1980. It will carry perhaps as much as 75,000 before severe congestion develops, which would indicate that the bridge would be satisfactory for the next half century.

The cost of the bridge itself is estimated to be about $7.5 million and the approaches $2.5 million, or a total of $10 million. The structure can be let late in 1954 or early in 1955 and the bridge could be completed by the end of 1957. It is proposed that the State of Oregon design the structure and supervise its construction and that the Washington Toll Bridge Authority sell the revenue bonds and operate the bridge until it is made free. Since one-twentieth of the bonds will become due each year, it will be necessary to pay on the principal and, of course, the interest before the bridge is completed and tolls are installed. This will require about $1.2 million to carry the finances until the tolls are charged. It is estimated that the $11.2 million bond issue for construction and financing can be amortized in nine years from the time traffic is opened up on the two bridges.

The tolls can not be determined until all costs are known. They will be moderate--perhaps 15 cents per passenger car and from 25 cents to 50 cents per truck. Commutation rates will be considered.

February 28, 1953

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Original from E. A. Starr Properties

2-20-53

THE PROPOSED NEW COLUMBIA RIVER BRIDGE ON US99
BETWEEN PORTLAND, OREGON AND VANCOUVER, WASHINGTON
(House Bill No. 164)

The present Interstate Bridge on US99 between Portland and Vancouver is now carrying about 33,000 vehicles in an average 24-hour period. The practical working capacity of this bridge is 31,000 vehicles. About five years from now, at present increases, the traffic will be about 40,000 per day, which will cause severe congestion. If the bridge were authorized now, it would take about 18 months to design the structure and 2½ years to construct it, or a total of four years. In consequence it is quite appropriate that enabling acts be passed now by the Oregon and Washington legislatures to permit the building of this much-needed structure by the road authorities of the States of Oregon and Washington.

There is no question about the site. A study was made jointly by the State Highway Departments of Washington and Oregon in 1950 of five major routes; namely, the present route, the St. Johns route, the 39th Avenue extension route, the 82nd Avenue extension route and the tunnel route. The cost estimates indicated that the present route or a bridge parallel to the present span would be approximately $20 million cheaper than the high-level bridges at the alternate sites and $35 million cheaper than the tunnel route. This was based not only on the cost of the bridge structure but also on the cost of the approach roads in both Oregon and Washington. In the meantime, the approaches north of Vancouver along the present route in Washington are well underway.

The major portion of traffic on the present Interstate Bridge is local between the cities of Portland, Oregon and Vancouver, Washington, and the present bridge is ideally located for that service. Origin and destination studies indicate that, if the St. Johns bridge were built, it would take away only about

4,000 vehicles per day; the 39th Avenue extension, about 11,000; and the 82nd Avenue extension, about 6,000 of the present daily traffic on the present bridge. In other words, it would soon be necessary to build a parallel bridge at the present location regardless of the time of building the other structures.

It was decided by both states that the greatest benefit to the road users would be obtained by building a low-level bridge parallel and adjacent to the present structure and making the connections on the Oregon side to the south edge of Oregon Slough across the Columbia flood plain. Each bridge will afford three lanes of traffic in either direction. The practical working capacity of this bridge will be 60,000 vehicles and, at the present rate of increase, this will not be reached until about 1980. It will carry perhaps as much as 75,000 before severe congestion develops, which would indicate that the bridge would be satisfactory for the next half century.

The cost of the bridge itself is estimated to be about $7.5 million and the approaches $2.5 million, or a total of $10 million. The structure can be let in about 1954 or 1955 and the bridge could be completed by the end of 1957. It is proposed that the State of Oregon design the structure and supervise its construction and that the Washington Toll Bridge Authority sell the revenue bonds and operate the bridge until it is made free. This will require about $1.2 million to carry the finances until the tolls are charged. It is estimated that the $11.2 million bond issue for construction and financing can be amortized in nine years from the time traffic is opened up on the two bridges.

The tolls will be moderate—perhaps 15 cents per passenger car and from 25 cents to 50 cents per truck. Commutation rates will be considered.

February 20, 1953
RHB:hi

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February 19, 1953

Oregon State Highway Commission

Gentlemen:

Herewith is a copy of a letter which is self-explanatory. I recommend that it be filed.

Very truly yours,

R. H. Baldock
State Highway Engineer

RHB:hi
Enclosure

February 19, 1953

Mr. M. J. Maynard
2204 Miller Avenue
Vancouver, Washington

Dear Sir:

The Honorable Paul L. Patterson, Governor of the State of Oregon, has referred to the State Highway Commission your letter of February 17. I will transmit a copy of your letter to the Highway Commission for consideration at its next meeting.

Very truly yours,

R. H. Baldock
State Highway Engineer

RHB:hi
cc Governor Patterson

STATE OF OREGON
EXECUTIVE DEPARTMENT
SALEM

PAUL L. PATTERSON
GOVERNOR

February 17, 1953

Mr. M. J. Maynard
2204 Millesove
Vancouver, Washington

Dear Mr. Maynard:

Thank you for your letter of February 5th. I was interested to have your views and comments with regard to the proposed toll for the bridge at Vancouver.

In view of your interest, I am referring your letter to the State Highway Commission, in order that they may know of your opposition to this project.

I am glad to bring your letter to the attention of the State Highway Commission.

Very truly yours,

Governor

PLP:S

cc - Mr. Baldock

COPY

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FEB 1953

COPY

Vancouver Wash.
Feb 5 - 53

Hon. Gov. Patterson
Salem Ore.

Dear Governor:-

Relative to the exacting of a toll for the proposed bridge to span the river at Vancouver I wish to say that such procedure will raise a lot of money, but will throw the burden of expense on people who use it now but who may not use it later when paid for, therefore I deem this step as inequitable.

You know there will be no toll after it is paid for and people using bridge pay nothing. This is far from statesmanship. What effect it may have on business is questionable on these two cities.

You can readily see that the burden is to fall on people who work and reside in each city. They may not be working later when it would be necessary to use the bridge. We are enjoying the free use of the bridge now, but toll I understand paid for it. I pay nothing, what say?

Very resp yours

/s/ M. J. Maynard

2204 Miller ave

Vancouver

RECEIVED
FOR FILING

7971

465

February 6, 1953

Miss Carol Martin
4246 N. E. Wisteria Drive
Portland 13, Oregon

Dear Miss Martin:

In your letter of February 2, 1953 you request information concerning the State Highway Commission and its meetings, and you mention particularly the action of the State Highway Commission with respect to the new bridge across the Columbia River between Portland and Vancouver.

You quote the editor of the Upper Sandy News and inquire why a decision was made by the Highway Commissions of both states with respect to this bridge structure without notifying existing committees that are vitally interested in the issue, and you inquire as to whether or not highway commissions are required to notify committees when they hold their meetings, and also if it is possible for anyone to attend the meetings of the Highway Commission.

So far as the Oregon State Highway Commission is concerned -- its meetings are opened to the public at all times. Anyone desiring to listen in on the discussions may do so. As to notifying committees of the meetings of the Commission, I am at a loss as to what committees you refer to, but I can say this -- it is not necessary for the Highway Commission, at least for the State of Oregon, to notify any committee when it holds its meetings. The meetings are usually held about every five weeks, and at each meeting bids are opened for highway construction, delegations are heard, and routine matters disposed of. There are absolutely no secrets. The meetings which are advertised in the papers about two weeks before convening are well attended by the general public. Anyone desiring an appointment with the Highway Commission may obtain such appointment by writing me, and I will reserve a short time, usually fifteen minutes, for their convenience.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

HBG:jmc

4246 N.E. Wisteria Drive
Portland 13, Oregon
February 2, 1953

Secretary of the State Highway Commission
Salem, Oregon

Dear Sir:

Our senior history class at Grant High School is working on the problem of a new interstate bridge between Portland and Vancouver. While reading the Upper Sandy News, I came upon an article concerning the bridge. The editor of the paper made the following remark,"Why was this decision made by the Highway commissions without notifying existing committees that are vitally interested in this issue?"

Are the highway commissions required to notify committees of this sort when they hold their meetings? Is it possible for anyone to attend these meetings. I would appreciate it very much if you would write and tell me the answers to these questions. Four of the students in our history class are going to discuss this problem on the radio Wednesday, February eleventh. It is necessary that we obtain the material which we will need immediately. We would appreciate it if you would send us any other information you have concerning the bridge.

Thank you.

Sincerely,
Carol Martin
Carol Martin

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ANSWERED

RECEIVED
FOR FILING

7 7 11

4653

January 16, 953

Mr. William N. Reed
Court House
Astoria, Oregon

Dear Mr. Reed:

As requested, I shall bring to the attention of the members of the State Highway Commission and the State Highway Engineer at the Commission's meeting next week, your letter of January 12, 1953, and the newspaper clipping transmitted therewith, concerning the construction of bridges across the Columbia River at Portland and at Astoria.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

MEG:el

cc: Commissioners
R. H. Baldock

AGENDA
JAN 14 1953
Item 5

H. B. GLACIER

Killed

Victoria Clr
Jan 12 - 53

Oregon State Highway Comm.

Dear Sirs
Enclosed please find clipping in regards to tearing the Astoria Bridge over the Portland interstate Bridge.
Written by myself -

Please read this clipping at your Meeting of Jan - 22. d
Sincerely Yours
Wm N Reed Court House

P.S.
The Highway used good judgment when they refused to build a War Ferry landing in Astoria
You should also refuse to build the Young Bay Tressel as we already have a good road to Warrenton and Seaside and do not spend any more money than you have to just get rid of them as soon as you can and put all this money in the Astoria Col River Bridge

New Portland-Vancouver Bridge Considered As Almost Certainty

SALEM, Jan. 3-(Salem Bureau of the Journal)-Construction of a new $10 million Portland-Vancouver bridge—needed, say highway officials, to give Oregon and Washington an adequate passageway over the Columbia—shaped up Saturday as almost a certainty.

R. H. Baldock, state highway engineer for Oregon, said highway commissions of both states will take the last step in January to get enabling legislation from Oregon and Washington assemblies for the project.

The commissions, he said, will ask their respective state legislatures for authority to convert the present Portland-Vancouver bridge to a toll bridge.

* * *

THIS AUTHORIZATION, he explained, is necessary to help finance the proposed new construction. But tolls, he said, will not be collected immediately. The legislatures, he added, will be asked to authorize collections when the new bridge is opened to traffic.

Meantime, no major opposition was expected by assemblies in either state to the project—long studied jointly by Oregon and Washington.

* * *

THIS PROMPTED the conclusion the project is headed for "almost certain" conclusion. As planned, these are the basic objectives:

1. If authorized by both legislatures, the bids for the $11,200,000 bond issue—$10 million for actual construction and $1.2 million for financing — could be let in 1955.

2. Construction could begin immediately after bids are let and, depending upon the availability of supplies, could be completed by early 1957.

3. When completed, the present bridge would be routed for one-way traffic northbound and the new bridge, immediately parallel to the present structure, would be routed for one-way traffic southbound.

* * *

EACH BRIDGE would provide three traffic lanes. At present, the bridge has an average daily traffic of 35,000 cars. By 1957 the present structure will have an ADT of 40,000, Baldock predicted. But with the construction of the new bridge, and the introduction of one-way traffic over three lanes the two states would have a facility capable of carrying 80,000 cars a day.

"We know the present facility will be hopelessly inadequate to meet traffic demands of even a few years hence," said Baldock.

"The new construction, we believe, will give the two states a facility capable of meeting bridge route traffic demands for the next half century."

* * *

BALDOCK speculated the $11.2 million bond issue for construction and finance could be amortized in nine years from the time traffic is opened over the two bridges.

Also See Story Pg. 2, Sec. A

* * * over

No consideration has been given to authorize block purchases of toll tickets at reduced fares for multi-tired and combination trucks, however.

Both Oregon and Washington have sufficient legal authority to construct the new bridge with toll authority, but both states must petition their legislatures for authority to convert the present structure—now a public use bridge—for toll collections.

land-Vancouver bridge over the Columbia river.

This was the opinion voiced Saturday by R. H. Baldock, state highway engineer of Oregon, who said four possible construction sites were originally studied by the joint commissions.

As planned, the bridge will be constructed immediately west of the present bridge — giving the two bridges an 80-foot separation center to center.

* * *

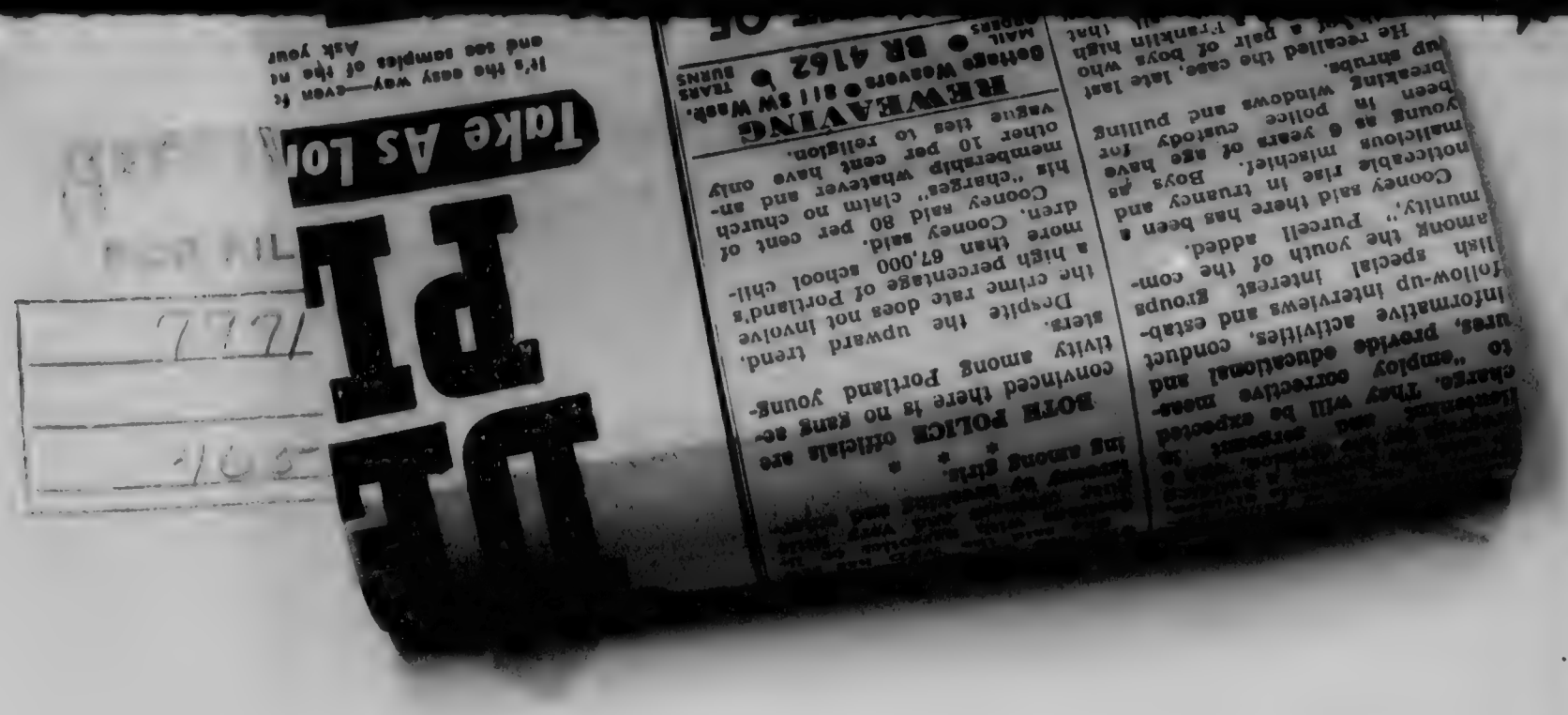
THE NEW BRIDGE will be 40 feet wide, will provide three lanes of traffic, and poses, in all, a three-mile construction, approach-to-approach, over both the Oregon slough and Columbia channel.

However, construction over steel spans and one steel lift span on concrete piers. Oregon, under the two-state agreement, will decide the design and maintain the bridges, while Washington will sell the bonds and operate the toll collections.

* * *

AS ANNOUNCED previously, the toll for passenger cars and four-tired trucks will be 15 cents. However, those same type vehicles are eligible for 10-cent fares under block-purchases of toll tickets.

The proposed fare for single trucks of more than four tires is 30 cents and combination


Take As Lo
PI
REWEAVING
Tears Burns
BR 4162
311 SW Wash.
BOTH POLICE officials are
convinced there is no ring ac-
tivity among Portland young-
sters.
Despite the upward trend,
the crime rate does not involve
a high percentage of Portland's
more than 67,000 school chil-
dren, Cooney said.
Cooney said 80 per cent of
his "charges" claim no church
membership whatever and an-
other 10 per cent have only
vague ties to religion.
Cooney said there has been a
noticeable rise in truancy and
malicious mischief. Boys as
young as 6 years of age have
been in police custody for
breaking windows and pulling
up shrubs.
He recalled the case, late last
week, of a pair of boys who
had a pair of Franklin high

Best Site Selected for Bridge

(Also See Story on Page 1)

SALEM, Jan. 3.-(Salem Bureau of The Journal)-The highway commissions of Oregon and Washington have decided on the "best possible" area of construction for the proposed new Portland-Vancouver bridge over the Columbia river.

This was the opinion voiced Saturday by R. H. Baldock, state highway engineer of Oregon, who said four possible construction sites were originally studied by the joint commissions.

As planned, the bridge will be constructed immediately west of the present bridge — giving the two bridges an 80-foot separation center to center.

* * *

THE NEW BRIDGE will be 40 feet wide, will provide three lanes of traffic, and poses, in all, a three-mile construction, approach-to-approach, over both the Oregon slough and Columbia channel.

However, construction over the main channel will be 3587 feet. The bridge will be a lift-type span with a horizontal clearance of 250 feet above the low water elevation.

The structure over the main channel will consist of 12 thick steel spans and one steel lift span on concrete piers. Oregon, under the two-state agreement, will decide the design and maintain the bridges, while Washington will sell the bonds and operate the toll collections.

* * *

AS ANNOUNCED previously, the toll for passenger cars and four-tired trucks will be 15 cents. However, those same type vehicles are eligible for 10-cent fares under block-purchases of toll tickets.

The proposed fare for single trucks of more than four tires is 30 cents and combination truck-trailers will be assessed 50 cents.

No consideration has been given to authorize block purchases of toll tickets at reduced fares for multi-tired and combination trucks, however.

Both Oregon and Washington have sufficient legal authority to construct the new bridge with toll authority, but both states must petition their legislatures for authority to convert the present structure—now a public use bridge—for toll collections.

Columbia river par... closed continuously since Wednesday afternoon.

The Astoria-Megler ferry stopped service when river swells made the crossing harzardous. ... Clatson superin-

Forum

Please limit letters to 300 words. Sign your name, and give address and if possible telephone number for our reference. We do not print unsigned communications, but welcome signed letters on all subjects.

INTERSTATE BRIDGE

To the Editor:

The highway commission will be holding a road meeting this month. The question of a new bridge across the Columbia river will be on the program.

Mr. Baldock has had this idea in mind for some time which is right but he is not putting it where it will do the most good. Why build all the bridges in one spot? These bridges should at least be 50 miles apart.

He claims the Interstate bridge is over crowded and again he is right. But what can you expect when it is the only free crossing and all the best roads leading to it.

The only reason the toll was taken off was to put the Longview bridge in the red and it sure did the job.

Now that the state of Washington owns the Longview bridge they also would like to see the toll put back on the Interstate bridge and ... at way the Longview bridge ... uld get its share of the travel.

This can be done without building a new bridge along side of the one they already have. The right location for this new bridge is at Astoria.

The answer to this question is for Oregon to buy a one-half interest in the Longview bridge. Then the two states build the Astoria bridge and put the same toll on all three bridges, with all tolls going to one fund for upkeep of all three bridges.

As the tolls stand now for a car and six passengers:

Interstate	Free
Longview	75c
Astoria	$2.50

The highest rate in the US, but we are not complaining at this high toll. What is bothering us the most is the time it takes to cross the river on these old scows, which is from 1½ to 3 hours, and that is not all. They can't cross in the fog without getting stuck on the sand bars. They can't land in the storms and have to stop running and they do thousands of dollars damage to the fishermen's nets. It's time we were getting rid of the old slow boats to China.

The travel that would cross the river after these old scows are tied up for the night would build this bridge.

The travel would more than double at this crossing if we had a bridge. At this time Astoria is cut off of Highway 101 at Otis junction. The travel is not coming this way and has to be held up for so long a time when they can cross at Portland in 10 ... utes, and free toll.

Now that there is plenty of money and help this is the time to build this bridge.

We can borrow the money that Governor McKay wanted to use to pay the soldier bonus and pay ourselves the interest instead of giving it to wall street.

The best location for this bridge is from John Day across the flats to Altoona. At low tide you can walk across these flats to the ship channel.

Come on, Astoria, shake the moss off your back and let's all attend this meeting 500 strong and go to battle for this bridge.

WILL REED.

NEW MEMBER OF FAMILY

NEHALEM. (Special) — A daughter, Teresa Vanice, was born to Mr. and Mrs. Byron Cooper, January 2. The child weighted 6 pounds, 14½ ounces. Grandparents are Mr. and Mrs. Walter Randolph, who now have three granddaughters, and Mr. and Mrs. Paul Cooper who have two.

CHRIS WELKIN

7971 Vancouver Interstate and Folder #1
Oregon Slough Bridges

RECEIVED
DEC 26 1952
FOR FILING

7971

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December 23, 1952

Mr. Harry E. Conway
3233 N. E. 13th Avenue
Portland 12, Oregon

Dear Mr. Conway:

I wish to acknowledge receipt of and to thank you for your letter of December 19, 1952 suggesting a double-deck structure rather than an additional bridge to take care of Pacific Highway traffic between Portland and Vancouver.

I am referring your letter to the State Highway Engineer, Mr. R. H. Baldock, for his information.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

HBG:jmc

cc: Commissioners
R. H. Baldock

RECEIVED
DEC

HARRY E. CONWAY
3233 NORTHEAST THIRTEENTH AVE.
PORTLAND 12, OREGON

December 19, 1952

Highway Commission
State of Oregon
Salem, Oregon

Dear Sirs:

In regard to the recommendation that a new Interstate Bridge between Portland and Vancouver be built adjacent to the present structure, I would like to suggest the following:

That a careful study be made of the existing spans with the intent of removing all steel except the trusses and the extraneous surfacing on the structure, and replacing with aluminum and other lighter-in-weight materials. Then build on top of the trusses another deck using light materials.

With three lanes of traffic on each deck, the total increase would be only two more than is now carried. The study could show that the trusses would not be overloaded.

This would leave only the problem of the lift span which would have to be re-designed and perhaps replaced.

It should be much cheaper to do the above than to build a new structure. Even the replacing of the lift span should not take longer than the closure during the "Vanport Flood".

Very truly yours,

Harry E. Conway

Harry E. Conway

HES/es

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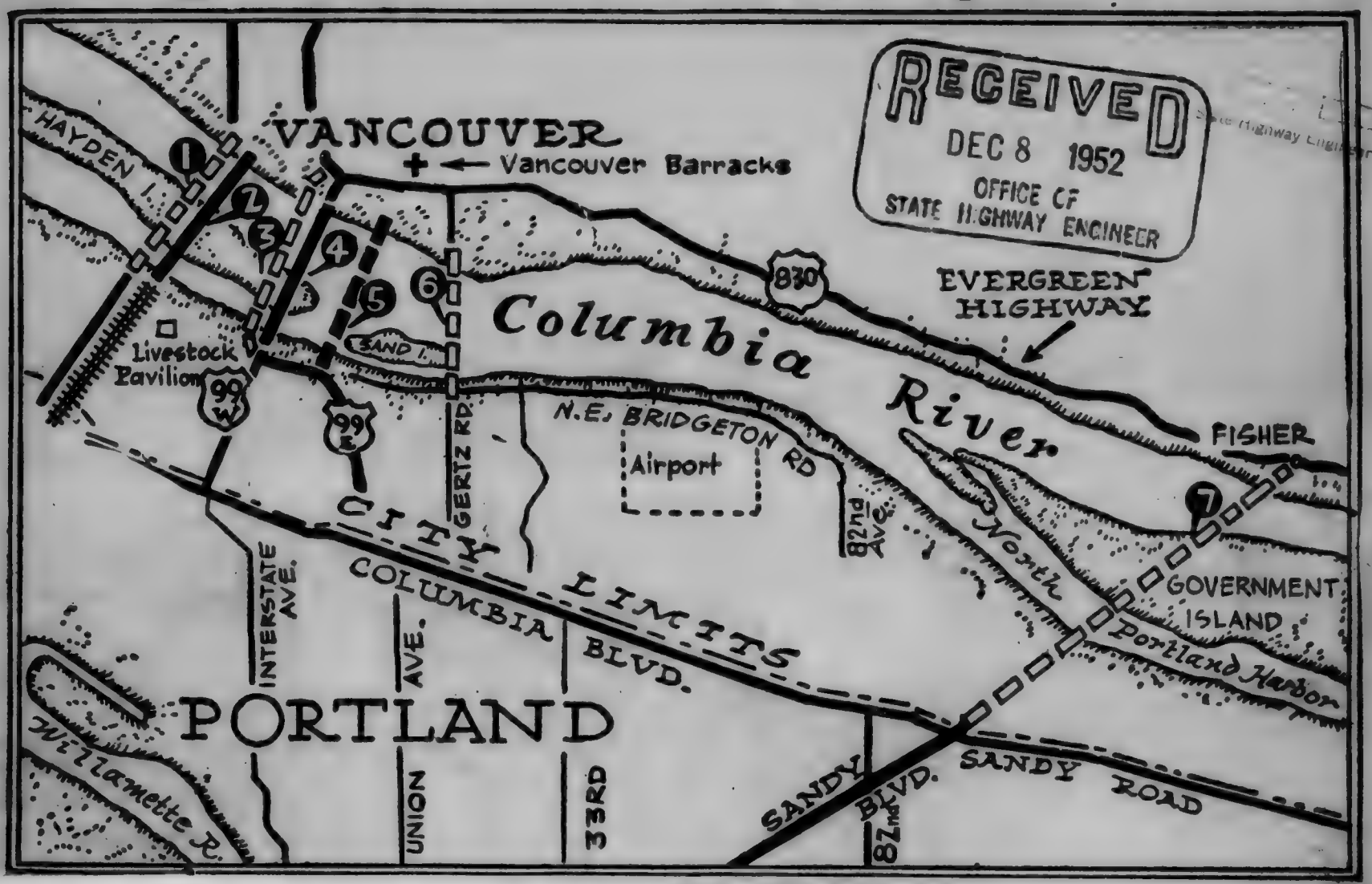
H B. GLASTER

Engravings Union Labor UPPER SANDY NEWS, PORTLAND, ORE., DECEMBER 5, 1952 7500 Guaranteed Circulation

r Bridge Plans Not Acceptable Here



RECEIVED
DEC 8 1952
OFFICE OF
STATE HIGHWAY ENGINEER

AN OPEN LETTER

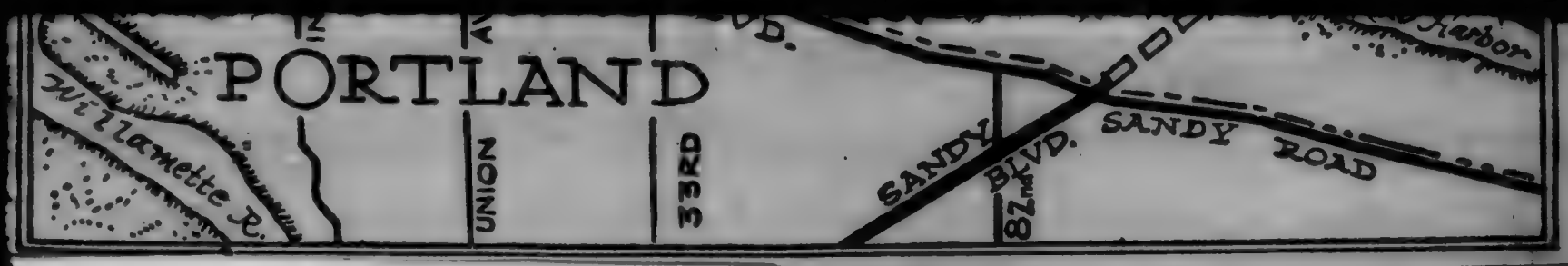
ADDRESSED TO

U. S. CORPS, ARMY ENGINEERS, WASHINGTON, D. C.
DISTRICT ENGINEER, U. S. CORPS, ARMY ENGINEERS, PORTLAND, ORE.
U. S. SENATOR GUY CORDON
U. S. SENATOR WAYNE MORSE
HONORABLE WALTER NORBLAD
HONORABLE HOMER ANGELL
HONORABLE HARRIS ELLSWORTH
GOVERNOR DOUGLAS McKAY
HIGHWAY ENGINEER R. H. BALDOCK
OREGON STATE SENATORS
OREGON STATE REPRESENTATIVES
MAYOR DOROTHY McCULLOUGH LEE
CITY COMMISSIONERS FRED PETERSON, WM. BOWES, ORMOND BEAN, NATE BOODY
COUNTY COMMISSIONERS
OREGON NEWSPAPERS
CHAMBERS OF COMMERCE
BOOSTER CLUBS

Excerpt from Oregon Journal editorial Sunday, Nov. 30, 1952:

"In final action on the bridge plans, there was no discussion of the objection previously raised to twin spans that one hostile bomb might cut north-south traffic which could prove disastrous in war time."

This naturally brings up many questions:



imum traffic; that it will take four

new traffic span for highway US99; th

The commissions both are au

and maintain it by the issuance and s

until such time as the debt would be

The Washington Commission p

and specifications and supervise the

group which, in its turn, would take

This, in general, was the g

agreed upon. Legal counsel and the h

way by the preparation of a joint res

presentation to the legislatures of t

January next. This, and its supporti

bridge tells on both the existing and

feasable to operate one under a toll

traffic volume would retire the debt

it was estimated.

AN OPEN LETTER

ADDRESSED TO

U. S. CORPS, ARMY ENGINEERS, WASHINGTON, D. C.
DISTRICT ENGINEER, U. S. CORPS, ARMY ENGINEERS, PORTLAND, ORE.
U. S. SENATOR GUY CORDON
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HONORABLE HARRIS ELLSWORTH
GOVERNOR DOUGLAS McKAY
HIGHWAY ENGINEER R. H. BALDOCK
OREGON STATE SENATORS
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COUNTY COMMISSIONERS
OREGON NEWSPAPERS
CHAMBERS OF COMMERCE
BOOSTER CLUBS

Excerpt from Oregon Journal editorial Sunday, Nov. 30, 1952:

"In final action on the bridge plans, there was no discussion of the objection previously raised to twin spans that one hostile bomb might cut north-south traffic which could prove disastrous in war time."

This naturally brings up many questions:

Will the legislatures of Oregon and Washington accept the recommendations of the highway commissions of Oregon and Washington to build a costly parallel bridge?

Why was this decision made by the highway commissions without notifying existing committees that are vitally interested in this issue?

Is it folly that we spend millions of dollars for defense and then permit our highway department to propose to build a parallel bridge when one bomb or similar conditions as the Vanport flood could destroy both bridges?

What happened to the survey made to add additional lanes to the present bridge?

If the present trend in highway location is to by-pass congested areas as in many Oregon cities, why is this contemplated bridge located to funnel traffic into the heart of Portland with its narrow streets and congested traffic conditions? Is their thinking selfish in this matter? Does our highway department lack vision of our future needs?

Why impose a bottleneck on our $125,000,000 tourist industry? Many of our tourists now by-pass Portland because of our existing traffic congestion. Are we going to discourage our tourist industry, the third largest in the state?

Is our highway department building death traps like New Jersey where it is not uncommon for 50 cars to be involved in one accident on a foggy night?

Can we truthfully say that this bridge meets the needs of all the people or just a few?

These are some of the questions that arise in our minds and we ask an expression of opinion from each of you.

GEO. A. DENFELD
Editor, Upper Sandy News

H.B.Ghrisyer

OREGON STATE HIGHWAY COMMISSION
Salem, Oregon November 28, 1952

Immediate Release
By Ralph Watson
Public Relations Consultant

MISC. CONTRACTS and AGREEMENTS No. 1152

Three members of the Washington State Highway Commission - George B. Simpson, Vancouver, acting Chrirman, Lew Wallace, Bellingham and Roy Morsio, Tacoma, together with W. A. Bugge, State Highway Engineer - came visiting the Oregon Highway Commission at its Portland meeting November 24 and started the wheels moving for the construction of a new $11 million bridge across the Columbia close alongside the present Interstate Bridge between Portland and Vancouver.

The Washington Commission has been thinking about the new bridge for a long time. They told the Oregon Commission that the present interstate bridge now is carrying its maximum traffic; that it will take four or five years to plan, finance and build the proposed new traffic span for highway US99; that the estimated cost would approximate $11 million.

The commissions both are authorized by their existing laws to finance the bridge and maintain it by the issuance and sale of revenue bonds to be retired by bridge tolls until such time as the debt would be paid, after which the bridges would become toll free.

The Washington Commission proposed that the Oregon Commission prepare the plans and specifications and supervise the construction, with the joint approval of the Washington group which, in its turn, would take over the chore of handling the bond sales.

This, in general, was the gist of the proposition made, discussed and jointly agreed upon. Legal counsel and the highway engineers of the two bodies put the move under way by the preparation of a joint resolution which was adopted by the two commissions for presentation to the legislatures of both states for their ratification when they convene in January next. This, and its supporting legislation is to provide for the imposition of bridge tells on both the existing and the proposed bridge since it manifestly would not be feasable to operate one under a toll charge and the other free. Existing and increasing traffic volume would retire the debt and free the bridges within a relatively short period, it was estimated.

Other highlights of the Portland session of the Commission included:

Acceptance of the donation by Henry L. Corbett of Portland of 63 acres of land at the south edge of Blue Lake in Jefferson county as a State Park.

Rejection of the offer by the Bandon Chamber of Commerce of the Westmost Golf Course area at Bandon for a state park, consideration $35,000.

Removal of the existing 15 ton load limit on Cottonwood Canyon bridge over the John Day on Wasco-Heppner Secondary highway and establishment of one way traffic for trucks.

Permanent cancellation of operator's permit of Leland W. Post for excessive overloading of log truck driven by Lyle McCulloch, Jr. on the Powers Secondary Highway at Powers.

Approved request of city of Brookings for establishment of a uniform width right of way along US101 north of Brookings, the city to be deeded right of way in excess of 100 feet on condition that the city will construct frontage roads at city expense with access roads only at ends of such roads.

The commission fixed January 21 and 22, 1953 as dates for the next regular meeting and Thursday and Friday February 26-27 as tentative dates for the February meeting.

* * * * *

AGENDA

Olympia

Herb Higgins rec'd work Hyd Com

Hy Com. meet with Toll Rds Auth. Nov. 20.

interlock bill

then meet with Gen. Hyd Com.

~~2nd~~ 4:00 PM Nov. 24

will call late in P.M. on Mon. 20th &
advise definitely if want date with Gen. Hyd Com.

Design — etc finance by Toll

Mr.*

~~2nd 2:30~~ 24th
4:00 P.M.

D

P. A Marion Hwy Comm.
L B. Wallace "
Geo. B. Simpson "
J A. Cellin Com Hwy
U A. Sweet Dir of Hwys
H. C. Hyde Sec. Com.

State Highway Commission

BUSINESS
(Capacity)

Highway Comm.

" "

" "

Comm. & Hwy.

Dir. of hwys.

Comm. Secretary

[illegible] new structure. He

[illegible]ted to cost about

[illegible]ington gas tax money to

[illegible]s should be made toll

[illegible]be used to pay off the

[illegible]e added that while the

[illegible]oll on the new structure,

[illegible] old one, but necessary

[illegible]entioned that it is the

feeling of their Engineers that the tolls will pay off the indebtedness in ten or eleven years; also, that the Governor of the State of Washington is in favor of their plan. He gave as his understanding that the Oregon Highway Commission also has no authority to place tolls on the old bridge and he suggested in view thereof that both Commissions ~~make a joint~~ join in a recom-

3:30 Wash. State Highway Comm.

DELEGATIONS

Date of Meeting 11-24-52 State Highway Commission

NAME	ADDRESS (City or Town)	BUSINESS (Capacity)
R. A. Meisio		Highway Comm.
G. B. Wallace		" "
Geo. B. Simpson		" "
J. A. Cobley		Comm. & Hwy.
W. A. Bugge		Dir. of hwys.
H. C. Higgins		Comm. Secretary

a long time, south bound traffic to be served by the [illegible]. He also mentioned that the proposed bridge is estimated to cost about $10,000,000 and that it is impossible to use Washington gas tax money to finance it, so it is their feeling that both structures should be made toll bridges, the monies derived from toll charges to be used to pay off the indebtedness of construction. In this connection he added that while the Washington Commission has authority to place a toll on the new structure, it does not have such authority with respect to the old one, but necessary legislation will be obtained. Mr. Simpson also mentioned that it is the feeling of their Engineers that the tolls will pay off the indebtedness in ten or eleven years; also, that the Governor of the State of Washington is in favor of their plan. He gave as his understanding that the Oregon Highway Commission also has no authority to place tolls on the old bridge and he suggested in view thereof that both Commissions ~~make a joint~~ join in a recom-

Minute Entry, Washington State Highway Delegation

The following members of the State Highway Commission of the State of Washington and its staff were present to discuss with the members of the Oregon State Highway Commission matters pertaining to construction of a new interstate bridge ~~over~~ across the Columbia River between Portland, Oregon and Vancouver, Washington:- George B. Simpson, Acting Chairman, L. B. Wallace Commissioner, R. A. Moisio, Commissioner, H. C. Higgins, Secretary, Wm. A. Bugge, Director of Highways, and J. A. Cobley, Commission Attorney.

Mr. Simpson was spokesman for the Washington group. He briefly ~~mentioned~~ outlined present plans to construct a second bridge about 80 feet downstream from the existing one which, he said, is now working against maximum capacity, but will serve adequately one way traffic north bound, for a long time, south bound traffic to be served by the new structure. He also mentioned that the proposed bridge is estimated to cost about $10,000,000 and that it is impossible to use Washington gas tax money to finance it, so it is their feeling that both structures should be made toll bridges, the monies derived from toll charges to be used to pay off the indebtedness of construction. In this connection he added that while the Washington Commission has authority to place a toll on the new structure, it does not have such authority with respect to the old one, but necessary legislation will be obtained. Mr. Simpson also mentioned that it is the feeling of their Engineers that the tolls will pay off the indebtedness in ten or eleven years; also, that the Governor of the State of Washington is in favor of their plan. He gave as his understanding that the Oregon Highway Commission also has no authority to place tolls on the old bridge and he suggested in view thereof that both Commissions ~~make a joint~~ join in a recom-

mendation to the legislatures of both states that such authority ~~be granted.~~ each be granted

Chairman Chandler advised that the Oregon State Highway Commission has discussed this project and has concluded that it would be unwise from the Oregon standpoint to divert regular highway funds from its adopted program to finance ~~the~~ proposed ~~new~~ bridge, notwithstanding the fact that ~~a new bridge is~~ it may be needed to take care of traffic; however, the Oregon Commission is inclined to join in the undertaking if bonds can be sold through the Washington toll bridge authority to ~~raise funds needed~~ provide the necessary funds without to finance the new ~~bridge~~ structure. On that condition, and with the understanding that both bridges are to be toll bridges, be used, Oregon will cooperate and will authorize the Engineers department to assist in preparation of designs etc.

Mr. Bugge outlined the procedure that has been devised for handling the financing, design, construction and maintenance of the new structure which, briefly, is that Oregon will prepare designs and supervise construction and Washington will sell revenue bonds and handle the financing. Maintenance of both structures will be handled in the same manner that ~~the maintenance of~~ the existing structure is being ~~carried on~~ maintained by both departments.

As a result of the discussion, motion was made by Commissioner McIver that the Oregon Highway Commission join with the Washington Highway Commission in a joint resolution with respect to this mutual project. The motion was seconded by Commissioner Reynolds and carried unanimously.

The matter was then referred to the legal counsel of both Commissions to prepare a form of joint resolution in conformity with the action taken. The resolution as follows, was prepared and reported back later in the session when it was discussed, adopted and signed by both Commissions unanimously, with the understanding that right of way expense

must be included in and provided for in the financing of the project and that the entire matter shall be covered in detail by written agreement between both states.

JOINT RESOLUTION BY THE WASHINGTON STATE HIGHWAY COMMISSION AND THE OREGON STATE HIGHWAY COMMISSION

WHEREAS, the States of Washington and Oregon, acting through their legally constituted authorities, the Washington State Highway Commission and the Oregon State Highway Commission, have jointly met and considered a mutual problem pertaining to roads and bridges between their respective states, and

WHEREAS, after considerable study and research the respective highway commissions of each state have mutually agreed upon the need for the construction, maintenance and operation of a second interstate bridge, including approaches thereto in both states, across the Columbia River between Portland in Multnomah County, Oregon and Vancouver in Clark County, Washington, adjacent to the existing interstate bridge, to adequately handle the present and ever-increasing traffic between said states, and

WHEREAS, the construction of said proposed new bridge, including approaches thereto in both states, should be financed by the sale of bonds with the principal and interest thereon to be paid from toll charges to be imposed on the existing bridge and the proposed new bridge, when built, with the result that both bridges would be toll-free in a comparatively short period of time,

NOW THEREFORE, BE IT RESOLVED by the Washington State Highway Commission and the Oregon State Highway Commission, acting

as individual bodies and collectively, that said commissions do hereby petition their respective legislatures of the States of Washington and Oregon, as may be next assembled in said states, for legislative authority to be granted to the appropriate state agency or commission, if such agency or commission does not otherwise have authority, to erect and maintain as an integral part of U. S. Highway No. 99 a new highway bridge, including approaches thereto in both states, across the Columbia River adjacent to the present existing interstate bridge.

BE IT FURTHER RESOLVED that these respective highway commissions petition for legislative authority to be granted to the appropriate state agency or commission, if such agency or commission does not otherwise have authority, to impose and collect tolls for all uses of both the existing interstate bridge and the proposed new bridge between said states, for the purpose of creating revenue to pay the cost of construction of said new bridge, including approaches thereto in both states, payment of interest on bonds, and the cost of maintaining and operating both said bridges while said bridges are operated as toll bridges.

BE IT FURTHER RESOLVED that the said commissions do respectfully petition the respective legislatures of said states to provide for legal authority to be granted to the appropriate agency or commission of such states, if such agency or commission does not otherwise have authority, to enter into agreements for the construction of said new bridge, for the maintenance and operation of both said bridges, to provide for the necessary funds therefor, and the imposing and collecting of tolls as may be necessary to accomplish said purposes.

BE IT FURTHER RESOLVED that both said bridges shall be operated as toll-free bridges when said bonds have been retired and all interest thereon paid.

Adopted at a joint meeting of the Washington State Highway Commission and the Oregon State Highway Commission at Portland, Oregon, this 24th day of November, 1952.

WASHINGTON STATE HIGHWAY COMM.

By /s/ Geo B. Simpson
Acting Chairman

By /s/ L. B. Wallace
Commissioner

By /s/ R. A. Moisio
Commissioner

Attest:
/s/ H. C. Higgins
Secretary

Approved as to form

/s/ J. Arnold Cobley
Asst. Attorney General

Approved /s/ W. A. Bugge
Director of Highways

OREGON STATE HIGHWAY COMM.

By /s/ Ben R. Chandler
Chairman

By /s/ Chas. H. Reynolds
Commissioner

By /s/ M. K. McIver
Commissioner

Attest:
/s/ H. B. Glaisyer
Secretary

Approved as to form

/s/ C. W. Enfield
Chief Counsel

Approved /s/ R. H. Baldock
Chief Engineer

RECEIVED
FOR FILING
7911

Oregon State Highway

Gentlemen:

The State Highway Commission of Washington has requested an appearance before you at 4 p.m. on November 24 to discuss the construction of an additional interstate bridge across the Columbia River at Vancouver.

Extensive studies have been carried on for some time and it appears that an additional bridge will be required in the next four or five years, and it would seem that the only way that an additional bridge can be financed within that period of time is by means of a toll structure through the sale of revenue bonds.

As you know, we have made a cooperative survey with the State of Washington and have determined that the cost of a parallel bridge, including reconstruction of the bridge in Oregon across the Oregon Slough and the balance of the approach on the Oregon side, will cost $10,000,000. It will require an additional $1,200,000 to meet bond charges during the construction period, so that a total of $11,200,000 of bonds would need to be sold to finance the undertaking.

Our traffic studies have determined that by 1957 the Interstate Bridge will be carrying a minimum of 40,000 vehicles per day, or 14,600,000 per year. It has further been determined that the bridge can be amortized within a period of nine years after being opened to traffic; but, as it would require a two-year construction period, 11-year bonds would need to be sold.

To amortize $11,200,000 in the 11-year period would require toll charges of 15 cents for passenger cars and four-tired trucks. The rate for single truck units with more than four tires would be 30 cents, and the rate for combination trucks would be 50 cents.

Commuter rates would be issued wherein blocks of tickets could be purchased, so that the rates for passenger cars and four-tired trucks would be 10 cents, single unit trucks with more than four tires would be 20 cents, and combination trucks would be 35 cents. Commuter traffic will constitute approximately 75 per cent of the traffic volume.

The figures that have been compiled in conjunction with studies made by both Oregon and Washington we feel certain are conservative, and if there is any variation it will be a heavier traffic than estimated and a shorter time for the imposition of tolls. A tentative proposal which will

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7911
2 1152

November 19, 1952

Oregon State Highway Commission

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The figures that have been compiled in conjunction with studies made by both Oregon and Washington we feel certain are conservative, and if there is any variation it will be a heavier traffic than estimated and a shorter time for the imposition of tolls. A tentative proposal which will

be discussed with you would be for the preparation of plans to be started immediately, with a view to calling for bids in 1955, at which time the bonds would need to be sold. It is estimated that the bridge would be completed and opened to traffic by the first of the year in 1957 and that all bonds would be amortized by the end of the year 1965. It has been suggested that the Oregon State Highway Department design the bridge and supervise its construction and that the Washington Toll Bridge Authority sell the bonds and operate the bridge during its toll period.

The above information is given you so that you may be conversant with thoughts of the State Highway Commission of Washington. It is my personal opinion that the bridge is going to be needed within the next few years, and I believe that the toll method of financing is the only means at hand to do this. I would recommend the project be carried on cooperatively between the two states.

Very truly yours,

R. H. Baldock
State Highway Engineer

cc Mr. W. C. Williams
WCW:ms bl

C. H. Enfield

P. S. The toll schedule contemplates placing both bridges under toll, the present bridge for northbound traffic, the proposed bridge for southbound.

COMMISSIONERS

[illegible] S. REDMON, CHAIRMAN
YAKIMA

L. B. WALLACE, MEMBER
BELLINGHAM

R. A. MOISIO, MEMBER
TACOMA

OSCAR E. STONE, MEMBER
SPOKANE

JUDGE GEORGE B. SIMPSON, MEMBER
VANCOUVER

STATE OF WASHINGTON
ARTHUR B. LANGLIE, GOVERNOR

WASHINGTON
STATE HIGHWAY COMMISSION
DEPARTMENT OF HIGHWAYS

W. A. BUGGE, DIRECTOR

TRANSPORTATION BUILDING
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DISTRICT OFFICES

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NO. 4 VANCOUVER
4900 MAIN STREET

NO. 5 YAKIMA
P. O. BOX 88

NO. 6 SPOKANE 21
N. 2820 MAYFAIR ST.

November 7, 1952

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

NOTED
W. C. WILLIAMS

Dear Mr. Baldock:

I am enclosing two amortization tables as follows:

Amortization Table No. 1 - excluding 1956 generated traffic - 11 year bonds amortized in 9 years.

Amortization Table No. 2 - including 1956 generated traffic - 9½ year bond amortized in 7½ years.

In discussing the amortization table that was reviewed at our meeting in Salem with Mr. Charles E. Andrew, he based the table on the assumption that $10,000,000 would be sufficient to carry the bond issue during the time of construction and that there would be sufficient funds to construct the project. It was my understanding that although the estimated cost is below $10,000,000, it was our thinking that we should base our projected final cost on having $10,000,000 available, exclusive of any charges as to interest and retirement of principal that would occur during the construction period. The two enclosed tables are predicated on that basis and it is estimated that it would require an additional $1,200,000 to meet the bond charges during the construction period, so the tables are based on the sum of $11,200,000, the sale of bonds to be made at the time of awarding the contract for the structure.

You will note that Amortization Table No. 1 excludes any generated traffic based on a straight line graph as would be reflected in normal traffic growths consistent with the present day traffic count. If financing was based on the assumption that there would be no generated traffic, it would require 9½ years for retirement on an 11-year bond issue. I do feel, however, that we would be more realistic if we based our financial plan on including generated traffic. There is no doubt with the improvements that our department is now making on Primary State Highway No. 1 north of Vancouver and with the construction of the Vancouver Freeway, that these two factors would be a traffic generator and, of course, the factor of continued growth of the two states in the future would likewise tend toward a marked increase in traffic.

I personally feel that it would be a sound approach to a financing plan, especially in the preliminary phases, to consider Amortization Table No. 2 as reflecting what would actually occur with respect to traffic and not having the aspects of being over-optimistic in the assumption that the bond issue could be retired in 7½ years.

I should like to have your comments on these two tables and any suggestions or changes that you may have in mind could be incorporated in a mutual understanding as to a financial plan when the matter is submitted to the respective Highway Commissions of Oregon and Washington.

I understand that the trucking industry suffered a defeat and my sincere congratulations to you and to the people of Oregon in expressing their faith in your administration of the highway department.

With kindest personal regards,

Very truly yours,

W. A. BUGGE
Director of Highways

WAB/rr

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NOV 10 1952
OFFICE OF
STATE HIGHWAY ENGINEER

UVER-PORTLAND) BRIDGE

D TRAFFIC -- 11 YEAR BONDS AMORTIZED IN 9 YEARS

& tion	Total Debt Service	Reserve	Bonds Retired	Bond Premium Rate	Bond Premium	To Reserve	Bonds Outstanding
							11,200,000
0	701,260	1,031,760	300,000	4%	12,000	719,760	10,900,000
0	692,370	1,070,980	1,000,000	3½%	35,000	755,740	9,900,000
	662,450	1,126,890	1,200,000	3%	36,000	646,630	8,700,000
0	636,550	1,183,120	1,100,000	2½%	27,500	702,250	7,600,000
0	603,780	1,279,160	1,300,000	2%	26,000	655,410	6,300,000
0	574,820	1,320,070	1,400,000	1½%	21,000	554,480	4,900,000
0	532,950	1,399,370	1,400,000	1%	14,000	539,850	3,500,000
0	501,080	1,468,060	1,500,000	½%	7,500	500,410	2,000,000
0	456,200	1,549,770	2,000,000	--	--	50,180	0

PROPOSED INTERSTATE (VANCOUVER-PORTLAND) BRIDGE

AMORTIZATION TABLE NO. 1 -- EXCLUDING 1956 GENERATED TRAFFIC -- 11 YEAR BONDS AN

Rate of affic Inc.	Income	Interest	Insurance All Coverage	Use & Occupancy	Maint. & Operation	Total Debt Service	Reserve	B Re
1956								
9150	1,733,020	336,000	39,200	6,060	320,000	701,260	1,031,760	
	1,763,350	327,000	39,200	6,170	320,000	692,370	1,070,980	1,
0172	1,789,340	297,000	39,200	6,250	320,000	662,450	1,126,890	1,
0169	1,819,670	261,000	39,200	6,350	330,000	636,550	1,183,120	1,
0205	1,882,940	228,000	39,200	6,580	330,000	603,780	1,279,160	1,
0201	1,894,890	189,000	39,200	6,620	340,000	574,820	1,320,070	1,
0201	1,932,320	147,000	39,200	6,750	340,000	532,950	1,399,370	1,
9191	1,969,140	105,000	39,200	6,880	350,000	501,080	1,468,060	1,
0187	2,005,970	60,000	39,200	7,000	350,000	456,200	1,549,770	2,

ears after opening to traffic.

	Thru	Commuter 1/	Classification
ks	.15	.10	94.3%
	.30	.20	4.3%
	.50	.35	1.4%

icle all classes = .1187

titute 75% of traffic volume

per hundred of Investment

per hundred of Income

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PROPOSED INTERSTATE (VANC

AMORTIZATION TABLE NO. 1 -- EXCLUDING 1956 GENERA

Year	Traffic Volume	Rate of Traffic Inc.	Income	Interest	Insurance All Coverage	Use & Occupancy	Main Oper
Construction Period 1955 and 1956 Bond Issue							
1957	14, 600, 000	.0150	1, 733, 020	336, 000	39, 200	6, 060	320,
1958	14, 855, 500	.0172	1, 763, 350	327, 000	39, 200	6, 170	320,
1959	15, 074, 500	.0169	1, 789, 340	297, 000	39, 200	6, 250	320,
1960	15, 330, 000	.0205	1, 819, 670	261, 000	39, 200	6, 350	330,
1961	15, 863, 000	.0201	1, 882, 940	228, 000	39, 200	6, 580	330,
1962	15, 951, 800	.0201	1, 894, 890	189, 000	39, 200	6, 620	340,
1963	16, 279, 000	.0191	1, 932, 320	147, 000	39, 200	6, 750	340,
1964	16, 589, 200	.0187	1, 969, 140	105, 000	39, 200	6, 880	350,
1965	16, 899, 500		2, 005, 970	60, 000	39, 200	7, 000	350,

Bonds retired in 9 years after opening to traffic.

Toll Rates:	Thru	Commuter 1/	Classification
Passenger cars & 4 tired trucks	.15	.10	94.3%
Single Units over 4 tires	.30	.20	4.3%
Combination trucks	.50	.35	1.4%

Average toll per vehicle all classes = .1187

1/ Commuters constitute 75% of traffic volume

All coverage Insurance = .35 per hundred of Investment

Use & Occupancy = .35 per hundred of Income

PROPOSED INTERSTATE (VANCOUV

AMORTIZATION TABLE NO. 2 -- INCLUDING 1956 GENERATED T

Year	Traffic Volume	Rate of Traffic Inc.	Income	Interest	Insurance All Coverage	Use & Occupancy	Maint. & Operation
Construction Period 1955 and 1956 Bond Issue							
1957	17, 155, 000	.0234	2, 036, 300	336, 000	39, 200	7, 120	320, 000
1958	17, 556, 500	.0208	2, 083, 900	318, 000	39, 200	7, 300	320, 000
1959	17, 921, 500	.0204	2, 127, 300	276, 000	39, 200	7, 450	320, 000
1960	18, 286, 500	.0180	2, 170, 600	231, 000	39, 200	7, 600	330, 000
1961	18, 615, 000	.0177	2, 209, 600	186, 000	39, 200	7, 730	330, 000
1962	18, 943, 500	.0154	2, 248, 600	138, 000	39, 200	7, 870	340, 000
1963	19, 235, 500	.0152	2, 283, 250	84, 000	39, 200	8, 000	340, 000
To July 1 1964	19, 527, 500		1, 159, 000	15, 000	19, 600	4, 000	175, 000

Bonds retired in 7½ years after bridge is opened to traffic.

Toll Rates:	Thru	Commuter 1/	Classification
Passenger cars & 4 tired trucks	.15	.10	94.3%
Single Units over 4 tires	.30	.20	4.3%
Combination trucks	.50	.35	1.4%

Average toll per vehicle all classes = .1187

1/ Commuters constitute 75% of traffic volume

All coverage Insurance = .35 per hundred of Investment
Use & Occupancy = .35 per hundred of Income

PROPOSED INTERSTATE (VANCOUVER-PORTLAND) BRIDGE

O. 2 -- INCLUDING 1956 GENERATED TRAFFIC -- 9½ YEAR BONDS AMORTIZED IN 7½ YEARS

est	Insurance All Coverage	Use & Occupancy	Maint. & Operation	Total Debt Service	Reserve	Bonds Retired	Bond Premium Rate	Bond Premium
00	39,200	7,120	320,000	702,320	1,333,980	600,000	4%	24,000
00	39,200	7,300	320,000	684,500	1,399,400	1,400,000	3½%	49,000
00	39,200	7,450	320,000	642,650	1,484,650	1,500,000	3%	45,000
00	39,200	7,600	330,000	607,800	1,562,800	1,500,000	2½%	37,500
00	39,200	7,730	330,000	562,930	1,646,670	1,600,000	2%	32,000
00	39,200	7,870	340,000	525,070	1,723,530	1,800,000	1½%	27,000
00	39,200	8,000	340,000	471,200	1,812,050	1,800,000	1%	18,000
00	19,600	4,000	175,000	213,600	945,000	1,000,000	--	--

traffic.

er 1/ Classification

94.3%
4.3%
1.4%

ER-PORTLAND) BRIDGE

RAFFIC -- 9½ YEAR BONDS AMORTIZED IN 7½ YEARS

Total Debt Service	Reserve	Bonds Retired	Bond Premium Rate	Bond Premium	To Reserve	Bonds Outstanding
						11,200,000
702,320	1,333,980	600,000	4%	24,000	709,980	10,600,000
684,500	1,399,400	1,400,000	3½%	49,000	660,380	9,200,000
642,650	1,484,650	1,500,000	3%	45,000	600,030	7,700,000
607,800	1,562,800	1,500,000	2½%	37,500	625,330	6,200,000
562,930	1,646,670	1,600,000	2%	32,000	640,000	4,600,000
525,070	1,723,530	1,800,000	1½%	27,000	536,530	2,800,000
471,200	1,812,050	1,800,000	1%	18,000	530,000	1,000,000
213,600	945,000	1,000,000	--	--	475,400	0

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September 22, 1952

[illegible] State Highway Commission

Dear Chairman:

At the meeting in Olympia on Monday, September 15, with the [illegible] Highway Commission, the Commissioner and Director began asked me to contact the Oregon State Highway Commission with reference to taking steps toward the construction of a low-level bridge parallel to the present interstate bridge on both spans the Columbia River between Vancouver, Washington and Portland, Oregon. We did and that bridge be considered. Preliminary investigation made, but the structure contemplated not open for traffic in the year of 1954. Counsel indicated that the present bridge will remain the principal vehicular carrier of about 5, 6 millions of [illegible], and by 1954 it will need [illegible] widening, which connection with remains a certain amount of congestion.

It was suggested that I consider you to see if you are interested in such a plan and, if you are, that each Commission appoint a working committee consisting of the engineer and the attorney of each state to make a further study of this proposed joint venture, the study to embrace six items:

1. A check on the [illegible] of the design.

2. The amount of the tolls required and the duration of the toll period.

3. A check of the present laws of both states to determine the authority of each State to enter into an agreement for the building of the bridge.

4. A recommendation on how the bonds are to be sold and the character of the bonds—revenue or general obligation. It was the thought of the meeting [illegible] authorities that one State should sell the bonds (which should be revenue bonds) and that each State would operate the bridge during the toll period and pay off the bonds from the toll receipts.

5. The determination of which State will design the bridge, let the contract and supervise the construction.

6. The determination of which State will control the maintenance and operation during the period of the imposition of tolls.

It was the thought of Tuesday's meeting that it will be necessary to place the present bridge under toll, as well as the new bridge, so that both north- and southbound traffic would pay equally.

It was further determined that, because of rising prices, the round sum of $10,000,000 be set up as the estimate of cost of the bridge and the approaches in each state.

The washington authorities requested that the matter be kept in a confidential status until full information as above outlined was available and a final decision had been reached by both parties.

Very truly yours,

C. H. Baldock
State Highway Engineer

cc: Mr. C. W. Enfield
Mr. G. S. Paxson
Mr. F. B. Crandall

AGENDA
SEP 3 2 1952
NOA

August 28, 1952

Mr. H. C. Higgins, Secretary
Washington State Highway Commission
Transportation Building
Olympia, Washington

Dear Mr. Higgins:

Reference is made to your letter of August 25, 1952 in which you advise that the Washington State Highway Commission will be glad to have Mr. R. H. Baldock, State Highway Engineer, meet with them as a representative of the Oregon State Highway Commission in Olympia, Washington, to discuss matters relative to construction of a second interstate bridge across the Columbia River between Vancouver, Washington, and Portland, Oregon, and in which you also suggest that such a meeting be held in Olympia on Tuesday, September 16, 1952.

I have consulted with Mr. Baldock, and he advises me that he will be pleased to meet with the Washington State Highway Commission in Olympia on the day suggested, and that he will arrive in time for luncheon with the Commission on that date.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

HBG:jmc

cc: R. H. Baldock

NOA

COMMISSIONERS

FRED G. REDMON, CHAIRMAN
YAKIMA

L. B. WALLACE, MEMBER
BELLINGHAM

R. A. MOISIO, MEMBER
TACOMA

OSCAR E. STONE, MEMBER
SPOKANE

JUDGE GEORGE B. SIMPSON, MEMBER
VANCOUVER

STATE OF WASHINGTON
ARTHUR B. LANGLIE, GOVERNOR

WASHINGTON
STATE HIGHWAY COMMISSION
DEPARTMENT OF HIGHWAYS

W. A. BUGGE, DIRECTOR

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NO. 4 VANCOUVER
4200 MAIN STREET

NO. 5 YAKIMA
P. O. BOX 52

NO. 6 SPOKANE 21
N. 2820 MAYFAIR ST.

August 25, 1952

Mr. H. B. Glaisyer
Secretary, Oregon State
Highway Commission
Salem, Oregon

Dear Mr. Glaisyer:

Relative to your letter of August 7, 1952 with respect to our invitation for the Oregon State Highway Commission to meet with the Washington State Highway Commission some time during the month of September, and the inability of the Oregon Commission to attend such a meeting but authorizing Mr. Baldock, State Highway Engineer, to represent the Oregon Commission at such a conference, this matter was presented to the Washington State Highway Commission during the regular meeting of August 19.

The Washington Highway Commission would be most happy to have Mr. Baldock meet with them and requested that Mr. Baldock come to Olympia on September 16, if that would be convenient, in time to have lunch with the Commission and, following the luncheon, to discuss matters relative to the construction of a second interstate bridge across the Columbia River between Vancouver, Washington, and Portland, Oregon.

I would appreciate your informing me if this scheduled date meets with Mr. Baldock's approval and if he will be available to meet with the Highway Commission at that time.

Very truly yours,

WASHINGTON STATE HIGHWAY COMMISSION

By: H. C. Higgins
H. C. HIGGINS
Secretary

HCH/rr

RECEIVED
STATE HIGHWAY COMMISSION

ANSWERED
H. B. GLAISYER

August 7, 1952

Mr. H. C. Higgins
Secretary
Washington State Highway Commission
Transportation Building
Olympia, Washington

Dear Mr. Higgins:

In your letter of July 30, 1952 you advise that it is the wish of the Washington State Highway Commission to confer with the members of the Oregon State Highway Commission in Olympia, Washington, sometime during the week beginning September 15, relative to construction of a second interstate bridge across the Columbia River between Vancouver, Washington, and Portland, Oregon, and you ask me to arrange for such a conference, if possible.

Upon receipt of your letter the members of the Oregon State Highway Commission were contacted by telephone, and it was ascertained that it would be impossible for them to meet with the Washington Highway Commission at the suggested time; however, they authorized me to tell you that they will have Mr. R. H. Baldock, State Highway Engineer, represent them at such conference. The results of the conference will be reported by Mr. Baldock to the Commission at its next regular meeting, which I anticipate will be held about a week or ten days after the conference in Olympia, and will be discussed by the Commission at that time. You will be informed immediately thereafter as to the action taken by the Commission in the matter.

Trusting that this arrangement is satisfactory to the members of your Commission, I remain

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

HBG:jmc
cc: Commissioners
R. H. Baldock

The above reply was prepared at the suggestion of Mr. Baldock who informs me that he discussed the matter with each of you personally over the telephone. I attach hereto for your information a copy of the letter that I received from Mr. Higgins.

HBG

COMMISSIONERS

FRED G. REDMON, CHAIRMAN
YAKIMA

L. B. WALLACE, MEMBER
BELLINGHAM

R. A. MOISIO, MEMBER
TACOMA

OSCAR E. STONE, MEMBER
SPOKANE

JUDGE GEORGE B. SIMPSON, MEMBER
VANCOUVER

STATE OF WASHINGTON
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WASHINGTON
STATE HIGHWAY COMMISSION
DEPARTMENT OF HIGHWAYS

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NO. 4 VANCOUVER
4200 MAIN STREET

NO. 5 YAKIMA
P. O. BOX 98

NO. 6 SPOKANE 21
N. 2920 MAYFAIR ST.

July 30, 1952

Mr. H. B. Glaisyer
Secretary, Oregon State
Highway Commission
Salem, Oregon

Dear Mr. Glaisyer:

The Washington State Highway Commission during its regular meeting on July 22, 1952 considered the review of the Columbia River Bridge traffic between Vancouver, Washington and Portland, Oregon, which was presented to them by Mr. Bugge as a result of the meeting held in Salem with Mr. Baldock and his staff and Mr. Redmon and Mr. Simpson of the Washington Highway Commission.

The Highway Commission requested that I find out a suitable meeting date in the month of September when the Oregon State Highway Commission and the Washington Commission can jointly meet to discuss ways and means of providing the needed second interstate bridge across the Columbia River, within the time desired according to traffic requirements. The regular meeting date for the Washington Commission in September will be the week beginning September 15 and if it is possible for your Commission to meet with the Highway Commission of this state in Olympia during that week, I would appreciate it if you would arrange such a meeting with your Commission and so advise me.

Very truly yours,

WASHINGTON STATE HIGHWAY COMMISSION

By: H. C. Higgins
H. C. HIGGINS
Secretary

HCH/rr
cc: Mr. Bugge

RECEIVED
STATE HIGHWAY COMMISSION

ANSWERED
H. B. GLAISYER

Review of

Columbia River Bridge Traffic

between Vancouver, Washington and Portland, Oregon

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Washington

Department of Highways

Olympia, Washington

June 1952

Review of
Columbia River Bridge Traffic
between Vancouver, Washington and Portland, Oregon

Prepared under the direction of

The Washington Department of Highways

Olympia, Washington

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Commissioners:

Fred G. Redmon, Chairman

L. B. Wallace

R. A. Meisle

O. E. Stone

Judge Geo. B. Simpson

Administrative and Technical Personnel:

W. A. Bugge, Director of Highways

O. R. Dinsmore, Ass't. Director

C. K. Glunz, Planning Engineer

W. H. Carsten, Ass't. Planning Engr.

Henry G. Perak, Assoc. Planning Engr.

* * * *

June 1952

FOREWORD

This report supplements the 1951 "Joint Investigation of an Interstate Bridge across the Columbia River between Portland, Oregon and Vancouver Vicinity, Washington." In view of the general increase in traffic in the Portland-Vancouver area, and the rise in the construction cost index during the past year, a review has been made of the interstate motor vehicle travel between these two centers and of the construction costs under present conditions.

The 1951 "Joint Investigation" found that the present site offered the most feasible and desirable location for the river crossing. It recommended an additional parallel low-level lift bridge to be used in conjunction with the existing bridge, each of which was to carry one-way traffic. Under this plan connections were to be provided to the proposed Delaware Ave. Expressway in Oregon and the Pacific Highway Expressway in Vancouver.

The 1951 traffic data have been studied, together with those of previous years to determine the extent to which the design factors may have been influenced by the latest traffic figures. A revised estimate of cost has also been prepared on an amended plan, under which the Oregon Approach would consist of connections to existing facilities at Denver and Union Aves. and the Washington Approach would be as previously planned, with the elimination of those portions financed under the State Bond Issue. No change is contemplated in the bridge type or design.

TRAFFIC

Traffic Volumes:

For convenience and ready reference, the following are the average daily traffic volumes on the interstate bridge at Vancouver, Washington for each year indicated from 1936 to 1951 inclusive:

Average Daily Traffic Volumes 1/

Year	A.D.T.	Year	A.D.T.
1936	13100	1946	26518
1941	19114	1947	29103
1942	22604	1948	28600
1943	21210	1949	29120
1944	21516	1950	31623
1945	24596	1951	32228

1/ Recorded by Washington Department of Highways--Planning Division

Monthly Fluctuations:

The following chart shows the estimated average daily traffic Volumes by months for 1951 (A.D.M.) and the ratio of the daily average for the month to the daily average for the year.

Traffic Volume Trend:

The traffic volume trend shown in the following graph is based on the A.D.T. volumes on the bridge from 1936 to 1951 inclusive with a projection of the trend to 1980. Maturity of Motor Vehicle use by the year 2000 was assumed. In the projection of the trend it was assumed that a 4 lane highway facility between Vancouver and Olympia, and a new Interstate Bridge between Vancouver and Portland will have been completed in 1955. These important improvements will have a decided bearing upon the future traffic trend. A decided increase in Traffic Volume on Primary State Highway No. 1 (US #99) between Vancouver and Olympia may be expected upon completion of the 4 lane facility in 1955, by reason of the additional traffic generated by the availability of a free flowing, efficient and attractive facility superior to the existing one. Traffic counts indicate a sharp increase in Volume on those sections of the Pacific Highway which have been constructed to the first stage of 2 lanes on the new design standards. Additional increases may be expected upon completion of the 4 lane facility. A conservative estimate of the generated traffic, amounting to 50% of the 1955 volume, has been used in the projected trend. The traffic volume on the North leg of Key station 392 at the junction with PSH #12 east of Kelso is approximately the average volume between Vancouver and Olympia. It is estimated that by 1955 this Volume will be approximately 7150. The generated traffic from this source, therefore, would amount to 3575 vehicles per day.

Upon completion of the proposed bridge across the Columbia River together with the connections to the existing street facilities and the

Vancouver expressway on the Washington side and to the existing facilities at Denver and Union Aves. with a traffic interchange on the Oregon side, additional traffic will be generated by the two large traffic generaters Vancouver and Portland. The date of such completion is assumed to be in 1955 and the volume of the generated traffic is estimated at 10% of the 1955 estimated bridge traffic volume or 3770 vehicles per day. Additional generated traffic will be attracted to the proposed Crossing when and if the Oregon Delaware Avenue Expressway, (recommended by the 1951 Report) is constructed.

The combined generated traffic volumes from the two sources mentioned, amount to 7345 or in round figures 7300 vehicles per day. The maximum amount of generated traffic will probably be realized over a period of several years but the greatest increment will have been received by 1956. For practical purposes the entire volume of generated traffic has been shown on the accompanying chart between 1955 and 1956.

The projected average daily volumes for the years indicated taken from the graph are as follows:

Year	ADT Volume	Percent of 1948 Volume	Design Peak Hour 11.6% of ADT
1948	28600	100.0	3318
1950	31623	110.6	3668
1951	32228	112.7	3738
1955	37700	131.8	4373
1956	46000	160.8	5336
1960	50100	175.2	5812
1965	54300	189.9	6299
1970	58000	202.8	6728
1975	60100	210.1	6972
1980	61900	216.4	7180

Y

Y

Determination of 30th Highest Hour Volume:

Continuous 24 hour traffic counts on the bridge are not available for either 1950 or 1951. In 1950, only 36 days were represented, and in 1951, 24 hour counts were available on 48 days.

For this reason a true determination of the 30th highest peak hour is precluded. As an alternative, in order to obtain as broad a base as possible for computation of the 30th peak hour volume of the year, the days on which counts were recorded in 1950 were combined with those recorded in 1951. From Recorder station R-15 on SSH #8A at Orchards where complete traffic count data are available, the 30th peak hour of the year is 10.5% greater than the 30th highest hour volume on the dates on which traffic counts were recorded on the bridge. The 30th highest peak hour count on the bridge for the period of 36 days in 1950 and 48 days in 1951 combined, was 3373 vehicles. This amount (3373) increased by 10.5% is 3727 which represents the estimated 30th peak hour volume for the year on the bridge. The 1951 A.D.T. Volume on the bridge was 32228. Percentage wise then, the 30th highest peak hour is 11.6 percent of the A.D.T. Volume, $\frac{(3727)}{(32228)}$.

The traffic pattern on the Interstate Bridge has a considerable amount of urban influence and, therefore, the 30th highest peak hour in terms of percent of the A.D.T. should be considerably below that experienced at outlying rural locations but above that experienced in strictly Urban situations.

Classification of Vehicles:

Manual counts as shown in the following table were taken in March and July 1950 and in February and March, 1952 to determine the classification of vehicles. The days represented in these counts were Sunday, Monday, Wednesday, Thursday and Saturday. The 24 hour count taken in February and March, 1952 consisted of 8 hours on Wednesday February 13, 1952 from 6 A.M. to 2 P.M., 8 hours on Thursday February 14, 1952 from 2 P.M. to 10 P.M., and 8 hours on Monday, March 17, 1952 from 10 P.M. to 6 A.M.

Classification of Vehicles

Date	Mar. 9, 1950	July 13, 1950	Feb. 13 & 14, 1952 Mar. 17, 1952	
Day	Thurs.	Thurs.	Mon., Wed. & Thurs.	Totals
Time Period (hours)	24	24	24	72
A.D.T.	31623	31623	—	—
24 hour volume	25402	30810	26124	82336
Passenger Cars	21660	36428	22120	70208
Trucks - Light	1763	1964	2020	5747
Trucks - Med.	1049	1271	995	3315
Trucks - Heavy	148	152	106	406
Trucks & Semi-Trailers	338	428	461	1227
Trucks & Full Trailers	212	293	207	712
Buses	232	274	215	721
Total Passenger Cars	21660	36428	22120	70208
Total Trucks & Buses	3742	4382	4004	12128
Percentage - Pass. Cars	85.3	85.8	84.7	85.25
" Trucks & Buses	14.7	14.2	15.3	14.75

Traffic Volume at Columbia Slough Bridge:

For comparison, the following are the traffic volumes on the bridge across the Columbia River and on the Bridge over Columbia Slough, recorded on July 20, 1949:-

1. At south end of Interstate Bridge - 26675
2. At Columbia Slough Bridge - 35808

The latter volume includes both the Columbia River bridge traffic and the Jantzen Beach traffic.

CAPACITY OF INTERSTATE BRIDGE

The following capacity determination is based on the "Highway Capacity Manual" data published by the Bureau of Public Roads.

Basic Capacity:

"The practical capacity for one direction of travel on a four-lane divided highway with a wide median, 10 foot shoulders, and 12 foot lanes is 1500 passenger cars per lane per hour." 1/

Commercial Vehicle Correction:

From the classification of vehicles it is noted that the traffic stream consisted of 85.25% passenger cars and 14.75% trucks and buses or in even figures 85% and 15% respectively.

"On multilane facilities with uninterrupted flow, one commercial vehicle x x x has approximately the effect of two passenger cars in level terrain x x x." 1/

Therefore, a traffic stream containing 15% commercial vehicles has 87% of the capacity of a stream composed of 100% passenger cars.

Lane Width Correction:

The present bridge has a 38 foot roadway between curbs consisting of 4 - 9.5 foot traffic lanes.

The corrections for width, taken from the capacity manual are as follows:

Outside Lane = 75% of basic capacity

Inside Lane = 80% of basic Capacity

1/ Highway Capacity Manual

Directional Flow Correction:

An analysis of the 1951 hourly traffic volumes indicate that 59% of the peak hour flow is in the major direction.

Capacity:

Outside Lane = 1500 x .87 x .75 =	979
Inside Lane = 1500 x .87 x .80 =	1044
Total of 2 lanes in major direction =	2023
Minor direction flow = $2023 \times \frac{45}{55}$ =	1655
Four lane-two directional capacity =	3678

Using the value of 3678 vehicles per hour, the practical working capacity of the existing bridge in terms of the average daily traffic becomes 3678 ÷ .116 (Peak hour of ADT) = 31707 vehicles per day. This is somewhat lower than the daily capacity estimated in the 1951 report, due principally to the fact that the examination of the latest traffic data indicates that the 30th highest hour volume is approximately 11.6 percent of the A.D.T. Volume instead of 10% as estimated in the 1951 Report.

From the table on page 2 the A.D.T. for 1950 was 31623 and for 1951, 32228. From the above, it appears that the practical working capacity of the bridge is slightly over the 1950 annual average daily traffic volume and slightly under the 1951 Volume. However, on page 12 of the 1951 report it was pointed out that exceptionally higher volumes (than the practical Working Capacity), that occur frequently for short periods can be handled without complete congestion, but with some sacrificing of the driver's desire to maintain a uniform speed.

ESTIMATED COST

River Crossing:

The preliminary estimate of cost of the bridge on Route No. 3 of the 1951 report, a low level bridge with a lift span, parallel to and 83 feet downstream from the existing interstate bridge, is $6,500,000, which includes 10% for Engineering and contingencies. A sketch of the proposed bridge is included in the 1951 Report.

Oregon Approach:

On the Oregon side the estimate covers three additional traffic lanes, on US #99E between Denver Avenue Junction and the South end of the Columbia River Bridge Main Span, to provide a connection to existing facilities so that advantage may be taken of the expanded carrying capacity of the two river crossings. The preliminary estimate of the cost of construction of the Oregon approach, including Engineering and contingencies is as follows:

(1) Grading		$69,100.
(2) Paving		68,900.
(3) Structures:		
Jantzen Beach Undercrossing Extension	$21,700.	
Denver-Union Ave. Interchange	102,000.	
Oregon Slough Bridge	1,600,000.	
Mcln. Structures	7,900.	1,731,600.
(4) Right of Way		72,000.
Total including Engr. & Contg.		$1,941,600.

The cost of the Oregon Slough Bridge is estimated on the basis of a deck plate girder structure with a 40 foot roadway, having the same span length as the existing Oregon Slough Bridge. The other structures are those necessary to make the proper connections to US #99E and US #99W at Denver and Union Avenues.

Washington Approach:

In the 1951 Report, Fig. #24 under Route #3 showed the proposed connection between the dual-structure River Crossing and the Vancouver Street facilities after construction of the Vancouver Expressway on the Route of PSH #1 (U.S. #99).

The following is the preliminary estimate of cost of Rights of Way and construction to complete the Washington approach, exclusive of the work which is to be performed and financed under the present Bond Issue Program:

(1) Grading, Drainage & Mcls. Items	$23935.
(2) Paving and ballast 1/	39495
(3) Structures	0.
(4) Rights of Way	50000.
Total Including Engineering and Contg.	$113430.

1/ Where grade revisions will be necessary to conform with ultimate developments, asphaltic concrete pavement is estimated.

In general, the work covered by the above estimate includes those portions of all of the approach south of the PSH #8 Connection to Washington St ., and west of the P.C. of the Portland - Shipyard Connection, exclusive of the SpRR Undercrossing.

Summary:

The following is a summary of the preliminary estimates of cost of Rights of Way, Construction, Engineering and Contingencies, on the basis of the plan outlined above.

Columbia River Bridge	$6,500,000
Oregon Approach	1,941,600
Washington Approach	113,430
Grand Total	$8,555,030

PRELIMINARY COPY

ECONOMIC REVIEW OF A TOLL BRIDGE CROSSING THE COLUMBIA RIVER BETWEEN VANCOUVER, WASHINGTON AND PORTLAND, OREGON

October, 1952

Purpose

This report outlines a preliminary study to determine the necessary toll charges to finance a Columbia River crossing parallel to the present interstate bridge. The proposed facility would be financed by a revenue bond issue and, therefore, would require a collection of tolls to pay bond interest and principal.

Conclusions

1. Toll Charges

   A toll charge of 15 cents per vehicle for all vehicles under 8,000 pounds and an additional charge of 5 cents per ton or fraction thereof for all vehicles over 8,000 pounds will provide the necessary revenue.

2. Revenue

   The toll charge as outlined above, based on an estimated 1955 annual traffic volume, would yield an estimated $2,342,000 or would be an effective charge of 17.02 cents per vehicle.

3. Traffic

   Estimated average daily traffic for 1955 is 37,700 vehicles and the annual volume would be 13,760,000 vehicles.

4. Total Annual Cost

   The annual cost necessary for construction, operation and maintenance is estimated at $1,725,000.

Annual Cost

Annual cost consists of necessary funds to retire bonded debt plus interest, maintenance of the present plus the proposed facility, operation of lift span of both facilities, operation of a toll plaza, administration, accounting, and insurance.

The estimated annual cost for the first complete year of operation is as follows:

Debt service	$1,350,000
Maintenance	60,000
Operation of lift span	120,000
Operation of toll plaza	110,000
Administration and engineering	15,000
Accounting	20,000
Insurance	50,000
	$1,725,000

A. Construction Costs

The construction costs include requirements for a parallel bridge, the Washington approach, the Oregon approach, the toll plaza, and an amount sufficient to meet all interest requirements during the period of construction.

It is estimated that the total construction requirements could be fulfilled by issuing revenue bonds in the amount of $10,000,000 at an estimated interest rate of 3 1/2% 1/ to be retired serially over a period of 10 years.

The maximum annual cost to retire the bonded debt with equal annual principal payments plus the required interest payments would be $1,000,000 per year for principal and a first year interest payment of $350,000, decreasing uniformly to $35,000 at the end of 10 years.

This schedule of bond retirement has been selected for this report because it will give the maximum practical annual cost for bonded debt. A schedule could be developed that would materially reduce the requirements during the first years, however, it would, at the same time, increase the requirements during the latter years.

B. Maintenance Cost

The maintenance cost is based on past experience on the present bridge and includes all routine maintenance plus an allowance for complete repairing at approximately 12 year intervals. The maintenance on both structures is estimated to be $60,000.

C. Operation of Lift Span

The operation of a lift span is again based on past experience on the present facility and includes the payrolls, lights and other utilities necessary for this operation. The operation cost is estimated at $120,000.

D. Operation of Toll Plaza

The operation cost for the toll plaza is estimated on the criteria that a minimum of two collection booths per moving traffic lane or a total of 12 booths will be required. Twelve booths will be operated for two shifts and six booths for the third shift. The necessary cost for payrolls, lights, heat, and other utilities is estimated at $110,000.

E. Administration and Engineering

It is contemplated that all activities relative to the toll facilities would be under a special toll authority or equivalent administrative body. The necessary administration expense is estimated at $15,000.

F. Accounting

The collection of tolls and payment of obligations will require an independent accounting division. The estimated cost for maintaining such a division is $20,000.

G. Insurance

A toll facility of this nature will require insurance coverage to protect the bond holders. The bond holders should be protected from all forms of natural catastrophies such as earth quakes,

1/ Public Roads, Volume 27, No. 4, October 1952

floods, fires, etc., that could possibly destroy or damage all or a portion of the toll facility.

The insurance should also provide the necessary bond for all personnel handling money and coverage for any possible theft of property or money by other employees or other persons. The annual cost for insurance as outlined above is estimated at $50,000.

Traffic

For this study, all traffic volume estimates used for computing revenues are based upon the assumption that the bridge will be completed and open to a complete year's travel during the year 1955. In the event that construction and movement of traffic over the bridge should be delayed beyond this period, the volumes should be higher than used in this report and, therefore, an extra margin of safety in the computation of revenues would be provided. The estimated average daily traffic for both directions for 1955 is 37,7000 2/. The total annual vehicles crossing the bridge would then be 13,760,000. A classification break down of the total annual vehicles is as follows:

TYPE	PERCENTAGE 3/	VOLUME	AVERAGE GROSS WEIGHT 4/ (TONS)
Light vehicles	93.8	12,907,000	Under 3
Light trucks	0.5	69,000	80% under 3 20% at 4
Heavy trucks	3.4	468,000	7
Trucks and semis	0.8	110,000	18
Trucks and trailers	0.6	82,000	27
Busses	0.9	124,000	10
Total	100.0	13,760,000	

Revenue

The annual cost of $1,725,000 with an annual traffic of 13,760 will require an effective toll charge per vehicle of 12.54 cents. This then indicates that a possible minimum fee of 15 cents per vehicle with additional fee for the heavy vehicles will supply the required annual revenue. Therefore, an arbitrary selection of the fee of 5 cents per ton or fraction thereof with a minimum charge of 15 cents is used for computing estimated revenue. The revenue is as follows:

TYPE	ESTIMATED REVENUE
Light vehicles	$1,936,000
Light trucks	2,100
	8,200
Heavy trucks	140,000
Trucks and semis	93,500
Trucks and trailers	106,600
Busses	55,800
Total	$2,342,200

2/ Review of Columbia River Bridge Traffic between Vancouver, Washington and Portland, Oregon, Wash. Dept. of Hwys., June 1952.
3/ Technical Report No. 52-1, Oregon State Hwy. Dept., Traffic Volume Tables for 1951, July 1952
4/ Study of Truck Loading Practices, Oregon State Hwy. Dept., August 1950, August 1951, Stations 14-01 and 34-01.

The estimated revenue of $2,342,000 would yield an effective toll charge per vehicle of 17.02 cents. A toll charge as outlined above with a minimum of 10 cents rather than 15 cents would yield $1,696,000 or an effective rate of 12.33 cents. This would not be sufficient to provide for the annual costs with the bond retirement schedule used in this study. The actual deficit in revenue is approximately $30,000. A retirement schedule for the bonds with the payment of bond interest and principal equal for each of the 10 years would reduce the first year's costs by approximately $148,000. This indicates that depending upon the decided method of retiring the bonded debt, it would be possible to charge 5 cents per ton or fraction thereof with a minimum of 10 cents per vehicle.

15

ESTIMATED AMORTIZATION
VANCOUVER-PORTLAND BRIDGE
(See below for Assumed Conditions)

(7)	(8)	(9)	(10)	(11)	(12)	(13)	(14)	(15)
e and ancy urance	Maintenance and Operation	Total Debt Service	Reserve	Bonds Retired	Bond Premium Rate	Bond Premium	To Reserve	Bonds Outstanding
,350	270,000	610,920	1,177,580	600,000	4%	24,000	553,580	10,000,000
,350	270,000	592,920	1,240,205	1,100,000	3½	38.500	655,285	9,400,000
,350	270,000	559,920	1,319,120	1,400,000	3%	42,000	522,405	8,300,000
,500	280,000	528,070	1,397,950	1,400,000	2½	35,000	495,355	6,900,000
,500	280,000	486,070	1,488,100	1,500,000	2%	30,000	453,455	5,500,000
,700	290,000	451,270	1,572,260	1,550,000	1½	23,250	452,465	4,000,000
,700	300,000	414,770	1,659,350	1,800,000	1%	18,000	293,815	2,450,000
,350	150,000	180,385	882,605	650,000	1%	3,250	523,170	650,000
		3,824,325	10.000,000			214,000		

retired in 7½ years with $523,170 reserve.

s.
increased at 2% per yr. thereafter.

riage valued at 3/4 of new) 60% total insurable value = $11,583,700; annual premium $34,570.

Trans — .15 d
Com. — .10 d
.25
.50

ESTIMATED AMORTIZATION
VANCOUVER-PORTLAND BRIDGE
(See below for Assumed Conditi

(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(
Year	Traffic Volume	Rate of Traffic Increase	Income	Interest	All Coverage Insurance	Use and Occupancy Insurance	Maintenance and Operation	Total Debt Service	Res
1.	14,600,000	2½%	1,788,500	300,000	34,570	6,350	270,000	619,920	1,17
2.	14,965,000	2½%	1,833,125	284,000	34,570	6,350	270,000	592,920	1,24
3.	15,339,100	2½%	1,879,040	249,000	34,570	6,350	270,000	559,920	1,31
4.	15,722,600	2½%	1,926,020	207,000	34,570	6,500	280,000	528,070	1,39
5.	16,115,700	2½%	1,974,170	165,000	34,570	6,500	280,000	486,070	1,48
6.	16,518,600	2½%	2,023,530	120,000	34,570	6,700	290,000	451,270	1,57
7.	16,931,600	2½%	2,074,120	73,500	34,570	6,700	300,000	414,770	1,65
8.	8,677,450	2½%	1,062,990	9,750	17,285	3,350	150,000	180,385	88
			14,561,495					3,824,325	

Bonds retired in 7½ years with $523,1

Assumed Conditions

1. Start design 1953; finish design May 1, 1954.
2. Negotiate financing January 1954.
3. Advertise for bids June 1, 1954; open bids August 15, 1954.
4. Complete bridge March 1, 1957.
5. First full year of operation March 1, 1957 to March 1, 1958.
6. Toll rates: Autos flat rate 10¢; trucks flat rate 25c.
7. Daily average traffic 40,000 vehicles; 85% autos, 15% trucks.
8. Daily average income $4900; 1st year's income $1,788,500; increased at 2½% per yr. thereaft
9. Yearly cost of insurance (both bridges):
   (a) All coverage on (80% of value both bridges present bridge valued at ¾ of new) 60% t
   (b) Use & Occupancy - annual premium 1st year = $6,350.
10. Cost of operation 1st year $200,000.
11. Cost of maintenance 1st year $70,000.
12. Total bond issue $10,000,000 at 3% interest, no discount.
13. Total debt service 1st year $610,920.
14. Earning ratio = 1,788,500 ÷ 610,920 = 2.87+.

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FORM E-90 57,000 4-52 16808

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OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Portland, Oregon
September 11, 1952

SUBJECT: New Interstate Bridge
and Jantzen Beach Park

To: Mr. W. C. Williams
Assistant State Highway Engineer
Salem, Oregon

Dear Sir:

Mr. Harvey Wells called me yesterday in regard to our plans for the new Interstate Bridge and how they would affect Jantzen Beach Park. He said that an offer had been made to them for part of their property on the west side of Union Avenue for the purpose of constructing a shopping center. I would imagine the location of this would probably be between the swinning pool and the parking area at the north end of the park. Wells indicated that if such a project was constructed, they would want to keep it so that it would be completely in the clear of our construction.

I believe Mr. Booth has worked up a map, showing the necessary taking from the Jantzen Beach Park, and it is possible that a print from this would answer Mr. Wells' problem.

Yours very truly,

A. G. SKELTON
Division Engineer

AGS:w
cc: H. G. Smith, Attn: E. M. Booth
H. C. Broadwell

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SEP 12 1952
OREGON
STATE HIGHWAY COMMISSION

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R. H. BALDOCK
STATE HIGHWAY ENGINEER
W. C. WILLIAMS
1ST ASST. STATE HWY. ENGR.
W. W. STIFFLER
2ND ASST. STATE HWY. ENGR.
C. W. ENFIELD
CHIEF COUNSEL

OREGON
STATE HIGHWAY DEPARTMENT
SALEM

August 28, 1952

Mr. H. C. Higgins, Secretary
Washington State Highway Commission
Transportation Building
Olympia, Washington

Dear Mr. Higgins:

Reference is made to your letter of August 25, 1952 in which you advise that the Washington State Highway Commission will be glad to have Mr. R. H. Baldock, State Highway Engineer, meet with them as a representative of the Oregon State Highway Commission in Olympia, Washington, to discuss matters relative to construction of a second interstate bridge across the Columbia River between Vancouver, Washington, and Portland, Oregon, and in which you also suggest that such a meeting be held in Olympia on Tuesday, September 16, 1952.

I have consulted with Mr. Baldock, and he advises me that he will be pleased to meet with the Washington State Highway Commission in Olympia on the day suggested, and that he will arrive in time for luncheon with the Commission on that date.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

HBG:jmc

cc: R. H. Baldock

STATE OF WASHINGTON

WASHINGTON
STATE HIGHWAY COMMISSION
DEPARTMENT OF HIGHWAYS
TRANSPORTATION BLDG.
OLYMPIA, WASHINGTON

August 25, 1952

COPY

Mr. H. B. Glaisyer
Secretary, Oregon State
Highway Commission
Salem, Oregon

Dear Mr. Glaisyer:

Relative to your letter of August 7, 1952 with respect to our invitation for the Oregon State Highway Commission to meet with the Washington State Highway Commission some time during the month of September, and the inability of the Oregon Commission to attend such a meeting but authorizing Mr. Baldock, State Highway Engineer, to represent the Oregon Commission at such a conference, this matter was presented to the Washington State Highway Commission during the regular meeting of August 19.

The Washington Highway Commission would be most happy to have Mr. Baldock meet with them and requested that Mr. Baldock come to Olympia on September 16, if that would be convenient, in time to have lunch with the Commission and, following the luncheon, to discuss the matters relative to the construction of a second interstate bridge across the Columbia River between Vancouver, Washington, and Portland, Oregon.

I would appreciate your informing me if this scheduled date meets with Mr. Baldock's approval and if he will be available to meet with the Highway Commission at that time.

Very truly yours,

WASHINGTON STATE HIGHWAY COMMISSION

/s/ H. C. Higgins

By: H. C. Higgins
Secretary

HCH/rr

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SECRETARY

OREGON
STATE HIGHWAY DEPARTMENT
SALEM

R. H. BALDOCK
STATE HIGHWAY ENGINEER
W. C. WILLIAMS
1ST ASST. STATE HWY. ENGR.
W. W. STIFFLER
2ND ASST. STATE HWY. ENGR.
C. W. ENFIELD
CHIEF COUNSEL

August 7, 195

Mr. H. C. Higgins
Secretary
Washington State Highway Commission
Transportation Building
Olympia, Washington

Dear Mr. Higgins:

In your letter of July 30, 1952 you advise that it is the wish of the Washington State Highway Commission to confer with the members of the Oregon State Highway Commission in Olympia, Washington, sometime during the week beginning September 15, relative to construction of a second interstate bridge across the Columbia River between Vancouver, Washington, and Portland, Oregon, and you ask me to arrange for such a conference, if possible.

Upon receipt of your letter the members of the Oregon State Highway Commission were contacted by telephone, and it was ascertained that it would be impossible for them to meet with the Washington Highway Commission at the suggested time; however, they authorized me to tell you that they will have Mr. R. H. Baldock, State Highway Engineer, represent them at such conference. The results of the conference will be reported by Mr. Baldock to the Commission at its next regular meeting, which I anticipate will be held about a week or ten days after the conference in Olympia, and will be discussed by the Commission at that time. You will be informed immediately thereafter as to the action taken by the Commission in the matter.

Trusting that this arrangement is satisfactory to the members of your Commission, I remain

Respectfully yours,

H B Glaisyer

Secretary
OREGON STATE HIGHWAY COMMISSION

HBG:jme
cc: Commissioners
R. H. Baldock

The above reply was prepared at the suggestion of Mr. Baldock who informs me that he discussed the matter with each of you personally over the telephone. I attach hereto for your information a copy of the letter that I received from Mr. Higgins.

HBG

COPY

WASHINGTON
STATE HIGHWAY COMMISSION

DEPARTMENT OF HIGHWAYS

July 30, 1952

Mr. H. B. Glaisyer
Secretary, Oregon State
Highway Commission
Salem, Oregon

Dear Mr. Glaisyer:

The Washington State Highway Commission during its regular meeting on July 22, 1952 considered the review of the Columbia River Bridge traffic between Vancouver, Washington and Portland, Oregon, which was presented to them by Mr. Bugge as a result of the meeting held in Salem with Mr. Baldock and his staff and Mr. Redmon and Mr. Simpson of the Washington Highway Commission.

The Highway Commission requested that I find out a suitable meeting date in the month of September when the Oregon State Highway Commission and the Washington Commission can jointly meet to discuss ways and means of providing the needed second interstate bridge across the Columbia River, within the time desired according to traffic requirements. The regular meeting date for the Washington Commission in September will be the week beginning September 15 and if it is possible for your Commission to meet with the Highway Commission of this state in Olympia during that week, I would appreciate it if you would arrange such a meeting with your Commission and so advise me.

Very truly yours,

WASHINGTON STATE HIGHWAY COMMISSION

/s/ H. D. Higgins

By: H. C. HIGGINS
Secretary

HCH/rr
cc: Mr. Bugge

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DEPARTMENT OF HIGHWAYS
W. A. BUGGE, DIRECTOR
TRANSPORTATION BUILDING
OLYMPIA

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P. O. BOX 52
NO. 6 SPOKANE 21
N. 2820 MAYFAIR ST.

July 3, 1952

NOTED
State Highway Engineer

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Mr. Baldock:

Following the recent conference in your office, in which a possible means of financing a second crossing of the Columbia River between Vancouver, Washington, and Portland, Oregon, was discussed, Mr. Glaze, in charge of planning for this department, was requested to review the traffic data included in the "Joint Investigation of an Interstate Bridge across the Columbia River between Portland, Oregon, and Vancouver Vicinity, Washington," dated 1951, and to submit such review for consideration.

Seven copies of the review as submitted by Mr. Glaze are being forwarded to you under separate cover.

Consideration of the review has not been made by the Washington State Highway Commission and therefore no time has been set for a joint meeting of the two commissions.

Very truly yours,

W. A. BUGGE
Director of Highways

By: O. R. DINSMORE
Assistant Director

WAB/rr
ORD

1 Copy - Penson
" Crandall
" Routh
" Williams

NOTED
W. C. WILLIAMS

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Review of
Columbia River Bridge Traffic
between Vancouver, Washington and Portland, Oregon

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Washington
Department of Highways
Olympia, Washington

June 1952

Review of
Columbia River Bridge Traffic
between Vancouver, Washington and Portland, Oregon

Prepared under the direction of
The Washington Department of Highways
Olympia, Washington

• • • •
• • •
• •
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Commissioners:	Administrative and Technical Personnel:
Fred G. Redmon, Chairman	W. A. Bugge, Director of Highways
L. B. Wallace	O. R. Dinsmore, Ass't. Director
R. A. Meisle	C. K. Glane, Planning Engineer
O. E. Stone	W. H. Carsten, Ass't. Planning Engr.
Judge Geo. B. Simpson	Henry G. Perak, Assoc. Planning Engr.

• • • •

June 1952

FOREWORD

This report supplements the 1951 "Joint Investigation of an Interstate Bridge across the Columbia River between Portland, Oregon and Vancouver Vicinity, Washington." In view of the general increase in traffic in the Portland-Vancouver area, and the rise in the construction cost index during the past year, a review has been made of the interstate motor vehicle travel between these two centers and of the construction costs under present conditions.

The 1951 "Joint Investigation" found that the present site offered the most feasible and desirable location for the river crossing. It recommended an additional parallel low-level lift bridge to be used in conjunction with the existing bridge, each of which was to carry one-way traffic. Under this plan connections were to be provided to the proposed Delaware Ave. Expressway in Oregon and the Pacific Highway Expressway in Vancouver.

The 1951 traffic data have been studied, together with those of previous years to determine the extent to which the design factors may have been influenced by the latest traffic figures. A revised estimate of cost has also been prepared on an amended plan, under which the Oregon Approach would consist of connections to existing facilities at Denver and Union Aves. and the Washington Approach would be as previously planned, with the elimination of these portions financed under the State Bond Issue. No change is contemplated in the bridge type or design.

TRAFFIC

Traffic Volumes:

For convenience and ready reference, the following are the average daily traffic volumes on the interstate bridge at Vancouver, Washington for each year indicated from 1936 to 1951 inclusive:

Average Daily Traffic Volumes 1/

Year	A.D.T.	Year	A.D.T.
1936	13100	1946	26518
1941	19114	1947	29103
1942	22604	1948	28600
1943	21210	1949	29120
1944	21516	1950	31623
1945	24596	1951	32228

1/ Recorded by Washington Department of Highways — Planning Division

Monthly Fluctuation:

The following chart shows the estimated average daily traffic volumes by months for 1951 (A.D.M.) and the ratio of the daily average for the month to the daily average for the year.

Traffic Volume Trend:

The traffic volume trend shown in the following graph is based on the A.D.T. volumes on the bridge from 1936 to 1951 inclusive with a projection of the trend to 1980. Maturity of Motor Vehicle use by the year 2000 was assumed. In the projection of the trend it was assumed that a 4 lane highway facility between Vancouver and Olympia, and a new Interstate Bridge between Vancouver and Portland will have been completed in 1955. These important improvements will have a decided bearing upon the future traffic trend. A decided increase in Traffic Volume on Primary State Highway No. 1 (US #99) between Vancouver and Olympia may be expected upon completion of the 4 lane facility in 1955, by reason of the additional traffic generated by the availability of a free flowing, efficient and attractive facility superior to the existing one. Traffic counts indicate a sharp increase in Volume on those sections of the Pacific Highway which have been constructed to the first stage of 2 lanes on the new design standards. Additional increases may be expected upon completion of the 4 lane facility. A conservative estimate of the generated traffic, amounting to 50% of the 1955 volume, has been used in the projected trend. The traffic volume on the North leg of Key station 392 at the junction with PSH #12 east of Kelso is approximately the average volume between Vancouver and Olympia. It is estimated that by 1955 this volume will be approximately 7150. The generated traffic from this source, therefore, would amount to 3575 vehicles per day.

Upon completion of the proposed bridge across the Columbia River together with the connections to the existing street facilities and the

Vancouver expressway on the Washington side and to the existing facilities at Denver and Union Aves. with a traffic interchange on the Oregon side, additional traffic will be generated by the two large traffic generaters Vancouver and Portland. The date of such completion is assumed to be in 1955 and the volume of the generated traffic is estimated at 10% of the 1955 estimated bridge traffic volume or 3770 vehicles per day. Additional generated traffic will be attracted to the proposed Crossing when and if the Oregon Delaware Avenue Expressway, (recommended by the 1951 Report) is constructed.

The combined generated traffic volumes from the two sources mentioned, amount to 7345 or in round figures 7300 vehicles per day. The maximum amount of generated traffic will probably be realized over a period of several years but the greatest increment will have been received by 1956. For practical purposes the entire volume of generated traffic has been shown on the accompanying chart between 1955 and 1956.

The projected average daily volumes for the years indicated taken from the graph are as follows:

Year	ADT Volume	Percent of 1948 Volume	Design Peak Hour 11.6% of ADT
1948	28600	100.0	3318
1950	31623	110.6	3668
1951	32228	112,7	3738
1955	37700	131.8	4373
1956	46000	160.8	5336
1960	50100	175.2	5812
1965	54300	189.9	6299
1970	58000	202.8	6728
1975	60100	210.1	6972
1980	61900	216.4	7180

Vancouver expressway on the Washington side and to the existing facilities at Denver and Union Aves. with a traffic interchange on the Oregon side, additional traffic will be generated by the two large traffic generators Vancouver and Portland. The date of such completion is assumed to be in 1955 and the volume of the generated traffic is estimated at 10% of the 1955 estimated bridge traffic volume or 3770 vehicles per day. Additional generated traffic will be attracted to the proposed Crossing when and if the Oregon Delaware Avenue Expressway, (recommended by the 1951 Report) is constructed.

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1970	58000	202.8	6728
1975	60100	210.1	6972
1980	61900	216.4	7180

Determination of 30th Highest Hour Volume:

Continuous 24 hour traffic counts on the bridge are not available for either 1950 or 1951. In 1950, only 36 days were represented, and in 1951, 24 hour counts were available on 48 days.

For this reason a true determination of the 30th highest peak hour is precluded. As an alternative, in order to obtain as broad a base as possible for computation of the 30th peak hour volume of the year, the days on which counts were recorded in 1950 were combined with those recorded in 1951. From Recorder station R-15 on SSH #8A at Orchards where complete traffic count data are available, the 30th peak hour of the year is 10.5% greater than the 30th highest hour volume on the dates on which traffic counts were recorded on the bridge. The 30th highest peak hour count on the bridge for the period of 36 days in 1950 and 48 days in 1951 combined, was 3373 vehicles. This amount (3373) increased by 10.5% is 3727 which represents the estimated 30th peak hour volume for the year on the bridge. The 1951 A.D.T. Volume on the bridge was 32228. Percentage wise then, the 30th highest peak hour is 11.6 percent of the A.D.T. Volume, $\left(\frac{3727}{32228}\right)$.

The traffic pattern on the Interstate Bridge has a considerable amount of urban influence and, therefore, the 30th highest peak hour in terms of percent of the A.D.T. should be considerably below that experienced at outlying rural locations but above that experienced in strictly Urban situations.

Classification of Vehicles:

Manual counts as shown in the following table were taken in March and July 1950 and in February and March, 1952 to determine the classification of vehicles. The days represented in these counts were Sunday, Monday, Wednesday, Thursday and Saturday. The 24 hour count taken in February and March, 1952 consisted of 8 hours on Wednesday, February 13, 1952 from 6 A.M. to 2 P.M., 8 hours on Thursday, February 14, 1952 from 2 P.M. to 10 P.M., and 8 hours on Monday, March 17, 1952 from 10 P.M. to 6 A.M.

Classification of Vehicles

Date	Mar. 9, 1950	July 13, 1950	Feb. 13 & 14, 1952 Mar. 17, 1952	
Day	Thurs.	Thurs.	Mon., Wed. & Thurs.	Totals
Time Period (hours)	24	24	24	72
A.D.T.	31,623	31,623	--	--
24 hour volume	25,402	30,810	26,124	82,336
Passenger Cars	21,660	36,428	22,120	70,208
Trucks - Light	1,763	1,964	2,020	5,747
Trucks - Med.	1,049	1,271	995	3,315
Trucks - Heavy	148	152	106	406
Trucks & Semi-Trailers	338	428	461	1,227
Trucks & Full Trailers	212	293	207	712
Buses	232	274	215	721
Total Passenger Cars	21,660	36,428	22,120	70,208
Total Trucks & Buses	3,742	4,382	4,004	12,128
Percentage - Pass. Cars	85.3	85.8	84.7	85.25
" Trucks & Buses	14.7	14.2	15.3	14.75

Traffic Volume at Columbia Slough Bridge:

For comparison, the following are the traffic volumes on the bridge across the Columbia River and on the Bridge over Columbia Slough, recorded on July 20, 1949:-

1. At south end of Interstate Bridge - 26675
2. At Columbia Slough Bridge - 35588

The latter volume includes both the Columbia River bridge traffic and the Jantzen Beach traffic.

CAPACITY OF INTERSTATE BRIDGE

The following capacity determination is based on the "Highway Capacity Manual" data published by the Bureau of Public Roads.

Basic Capacity:

"The practical capacity for one direction of travel on a four-lane divided highway with a wide median, 10 foot shoulders, and 12 foot lanes is 1500 passenger cars per lane per hour." 1/

Commercial Vehicle Correction:

From the classification of vehicles it is noted that the traffic stream consisted of 85.25% passenger cars and 14.75% trucks and buses or in even figures 85% and 15% respectively.

"On multilane facilities with uninterrupted flow, one commercial vehicle x x x has approximately the effect of two passenger cars in level terrain x x x." 1/

Therefore, a traffic stream containing 15% commercial vehicles has 87% of the capacity of a stream composed of 100% passenger cars.

Lane Width Correction:

The present bridge has a 38 foot roadway between curbs consisting of 4 - 9.5 feet traffic lanes.

The corrections for width, taken from the capacity manual are as follows:

Outside Lane = 75% of basic capacity

Inside Lane = 80% of basic capacity

1/ Highway Capacity Manual

Directional Flow Correction:

An analysis of the 1951 hourly traffic volumes indicate that 55% of the peak hour flow is in the major direction.

Capacity

Outside Lane = 1500 x .87 x .75 =	979
Inside Lane = 1500 x .87 x .80 =	1044
Total of 2 lanes in major direction =	2023
Minor direction flow = 2023 x $\frac{45}{55}$ =	1655
Four lane-two directional capacity =	3678

Using the value of 3678 vehicles per hour, the practical working capacity of the existing bridge in terms of the average daily traffic becomes 3678 ÷ .116 (Peak hour of ADT) = 31707 vehicles per day. This is somewhat lower than the daily capacity estimated in the 1951 report, due principally to the fact that the examination of the latest traffic data indicates that the 30th highest hour volume is approximately 11.6 percent of the A.D.T. Volume instead of 10% as estimated in the 1951 Report.

From the table on page 2 the A.D.T. for 1950 was 31623 and for 1951, 32228. From the above, it appears that the practical working capacity of the bridge is slightly over the 1950 annual average daily traffic volume and slightly under the 1951 volume. However, on page 12 of the 1951 report it was pointed out that exceptionally higher volumes (than the practical Working Capacity), that occur frequently for short periods can be handled without complete congestion, but with some sacrificing of the driver's desire to maintain a uniform speed.

ESTIMATED COST

River Crossing:

The preliminary estimate of cost of the bridge on Route No. 3 of the 1951 report, a low level bridge with a lift span, parallel to and 83 feet downstream from the existing Interstate bridge, is $6,500,000, which includes 10% for Engineering and contingencies. A sketch of the proposed bridge is included in the 1951 Report.

Oregon Approach:

On the Oregon side the estimate covers three additional traffic lanes, on US #99E between Denver Avenue Junction and the South end of the Columbia River Bridge Main Span, to provide a connection to existing facilities so that advantage may be taken of the expanded carrying capacity of the two river crossings. The preliminary estimate of the cost of construction of the Oregon approach, including Engineering and contingencies is as follows:

(1) Grading		$ 69,100.
(2) Paving		68,900.
(3) Structures:		
Jantzen Beach Undercrossing Extension	$ 21,700.	
Denver-Union Ave. Interchange	102,000.	
Oregon Slough Bridge	1,600,000.	
Miels. Structures	7,900.	1,731,600.
(4) Right of Way		72,000.
Total including Engr. & Contg.		$1,941,600.

The cost of the Oregon Slough Bridge is estimated on the basis of a deck plate girder structure with a 40 foot roadway, having the same span length as the existing Oregon Slough Bridge. The other structures are those necessary to make the proper connections to US #99E and US #99W at Denver and Union Avenues.

Washington Approach:

In the 1951 Report, Fig. #24 under Route #3 showed the proposed connection between the dual-structure River Crossing and the Vancouver Street facilities after construction of the Vancouver Expressway on the Route of PSH #1 (U.S. #99).

The following is the preliminary estimate of cost of Rights of Way and construction to complete the Washington approach, exclusive of the work which is to be performed and financed under the present Bond Issue Program:

(1) Grading, Drainage & Mcls. Items	$ 23,935.
(2) Paving and ballast 1/	39,495.
(3) Structures	0.
(4) Rights of Way	50,000.
Total Including Engineering and Contg.	$ 113,430.

1/ Where grade revisions will be necessary to conform with ultimate developments, asphaltic concrete pavement is estimated.

In general, the work covered by the above estimate includes those portions of all of the approach south of the PSH #8 connection to Washington St., and west of the P.C. of the Portland - Shipyard Connection, exclusive of the Sp&S Undercrossing.

Summary:

The following is a summary of the preliminary estimates of cost of Rights of Way, Construction, Engineering and Contingencies, on the basis of the plan outlined above.

Columbia River Bridge	$ 6,500,000
Oregon Approach	1,941,600
Washington Approach	113,430
Grand Total	$ 8,555,030

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August 23, 1951

Mr. Fred Redmon, Chairman
State Highway Commission
Transportation Building
Olympia, Washington

Attention: Mr. W. A. Bugge
Director of Highways

Dear Sir:

With reference to the joint investigation of an interstate bridge across the Columbia River between Portland, Oregon and the vicinity of Vancouver, Washington, advise that the Oregon State Highway Commission is in thorough accord with the report and believes that if and when, during the next ten years, it becomes necessary to build a new bridge to carry traffic on the Pacific Highway a parallel structure alongside the present bridge, as recommended by the engineers of both states, offers the most favorable solution.

You will, of course, realize that the State Highway Commission of Oregon has no funds to do this work at this time and can make no promises as to when funds will be available in the future.

Very truly yours,

R. H. Baldock
State Highway Engineer

RHB:hi

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Pictures requested
across Col.

Press Release

DEPARTMENT OF HIGHWAYS
W. A. BUGGE, DIRECTOR
TRANSPORTATION BUILDING
OLYMPIA

August 6, 1951

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

State Highway Engineer

Re: Columbia River Bridge Report

Dear Mr. Baldock:

Reference is made to your letter of July 30 to Mr. Dinsmore enclosing rewritten pages of revisions forwarded to Mr. Paxson on July 24. With a few minor changes your revisions are acceptable to us. These are as follows:

We should like to make some change in the wording of the second paragraph from the bottom of page 9 to read as follows:

"The lack of continuous traffic-count data over a year's period on existing Interstate Bridge precludes a true determination of a percentage relationship between the 30th-highest hour and the average daily traffic. On the basis of incomplete traffic-count data, it has been indicated that the average peak-hour volumes for the 5 weekdays of July, August and September 1946 would approximate 8.6 per cent of the average daily week day traffic. It is believed that a design peak hour value of 10 per cent of the average daily traffic would be a reasonable approximation in the instance of the Interstate Bridge."

In way of explanation you will note by reference to the curve I sent Mr. Paxson that the design peak hour volume is greatly in excess of the 30th peak hour and the use of the 30th peak hour would complicate matters. It is, therefore, suggested that the above paragraph be used.

It is also suggested that the second paragraph page 10 be revised to read as follows:

"The practical capacity is based, amongst other things, on a certain level of service to the motorist in the matter of speed. Referring to Volume 25, No. 10, October 1949 issue PUBLIC ROADS, page 225, it is stated with respect to practical capacity of multilane facilities in urban areas that, "At this volume, drivers who so desire can safely maintain an overall speed of 35 to 40 miles per hour, although the average speed of all

vehicles will be 30 to 35 miles per hour. Also, exceptionally high volumes that occur frequently for short periods can be handled without complete congestion." In the light of the foregoing, the existing bridge can handle a volume greater than the computed practical capacity of 36,250 with a lowering of speed level. With some sacrificing of the drivers desire to maintain a certain speed--it seems reasonable to state that the existing facility can handle 43,500 vehicles per day without severe congestion. The value of 43,500 is slightly in excess of the projected traffic for 1960 (refer Table III). The existing facility should, therefore, serve until that time."

In way of explanation, the capacity manual page 29 states "Any traffic variable or any roadway condition that prevents vehicles from moving safely at a speed of 30 miles per hour lowers a roadway's capacity." It would therefore appear inadvisable to use a lower average speed than 30 miles.

If these changes meet with your approval, please let me know by phone and I shall proceed with the printing.

Yours very kindly,

W. A. BUGGE
Director of Highways

Henry G. Porak

By: Henry G. Porak
Assoc. Highway Engineer

Baldock S.-
Have reviewed the attached and Porak's changes appear o.k. and without conflict with your thoughts on the subject.

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AUG 8 1951
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STATE HIGHWAY COMMISSION

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Future Bridge
Source Cit.
Press Release Attached

July 30, 1951

Mr. O. R. Dinsmore
Assistant Director of Highways
Washington Department of Highways
Olympia, Washington

Dear Mr. Dinsmore:

With regard to our report of the joint investigation of the Interstate Bridge, I would like to make certain comments and suggested changes in the report and computational work with respect to the traffic capacity at the existing Interstate Bridge. My thoughts in the matter are set down hereinafter.

1. Selection of Design Peak Hour

In the computations contained in the report, as now written, an Average Peak Hour (8.6 per cent of ADT) has been used. I think to forestall any criticism of the method we should follow the currently accepted practice by using the 30th-highest peak hour of the year.

2. Determination of 30th-Highest Peak Hour on Existing Interstate Bridge

A true selection of the 30th-highest peak hour on the Interstate Bridge is forestalled by reason of the fact that we do not have available continuous 24-hour counts throughout a year period. The alternative, therefore, is to turn to traffic count data at other locations wherein more extensive traffic counts have been made. In the report, as now written, data derived from four Oregon and five Washington stations have been used, which give the 30th-highest peak hour equal to 15.2 per cent of the average daily traffic. (Refer to Table III, page 10 of the report.) The traffic pattern on the Interstate Bridge has a considerably greater amount of urban influence in view of which the 30th-highest peak hour, in terms of per cent of the ADT, would be considerably below that experienced at outlying rural locations that have been used in the computations contained in the report.

We do not have complete continuous counts on a semiurban traffic facility comparable to the Interstate Bridge; however, we have made a check of such data as is available on the Broadway Bridge crossing the Willamette River in Portland. On the basis of the 24-hour week-day count in the months of February, March, May, September and November of 1950 and 1951, the highest peak-hour ranges from 7.4 per cent to 8.9 per cent with an average of 8.1 per cent. If continuous data were available, it is probable that the 30th-highest peak hour of the year would run

somewhat higher than the 8.1 per cent, and probably in the neighborhood of 9.0 to 9.5 per cent.

As a further indication that injection of urban-type traffic into the traffic stream operates to reduce the 30th-highest peak hour, percentagewise, it is found that data from the permanent automatic recorder on US99W, in the vicinity of Woodburn between Salem and Portland, has through the years indicated a general downward trend in the per cent value for the 30th-highest peak hour with a value of 11.3 per cent in 1950. It is believed that this gradual reduction is traceable to an increased amount of what might be termed commuter or urban-type traffic moving between Portland and Salem and tending to damp out the seasonal extremes which obtain with the rural tourist-type traffic. For traffic data on the Woodburn recorder which is indicated above, I refer you to Oregon State Highway Department Technical Report No. 51-1, page 64.

In the light of the above, it would be my thought to use a 30th-highest peak hour value of 10 per cent in the computations in lieu of the 8.6 per cent average peak hour.

3. Inclusion of Data on Other than 30th-Highest Peak Hour (Table III, page 10 of report)

For the sake of simplicity, and conversely to forestall confusion, I would recommend deletion of peak-hour data other than that for the 30th-highest peak hour in setting up Table III, page 10, in the report. Further, in listing only the 30th-highest peak hour, I would use the 10 per cent figure, as in item 2 above. With this revision, Table III would then cover data for the years 1946 through 1980, as per present headings; however, only for items of average daily traffic, per cent volume increases (over 1948), and 30th-highest hour (10 per cent ADT), with appropriate corrections, additions, and deletions in the footnotes for the Table.

4. Traffic Capacity - Interstate Bridge

If computational work is revised in line with the thoughts expressed above, the value of 3,625 vehicles per hour on the bridge could still be retained; however, there would be a revision in the computation of the 24-hour capacity with a revised figure for this latter being 3,625 x 10, or 36,250 ADT.

The practical capacity is based, among other things, on affording a certain level of service to the motorist in the matter of speed. Referring to Volume 25, No. 10, October 1949 issue of PUBLIC ROADS, page 225, it is stated with respect to the practical capacity of multilane facilities in urban areas that, "At this volume, drivers who so desire can safely maintain an over-all speed of 35 to 40 miles per hour, although the average speed of all vehicles will be 30 to 35 miles per hour. Also, exceptionally high volumes that occur frequently for short periods can be handled without complete congestion." From this, when put another way, the Interstate Bridge can handle a volume greater than the computed practical figure of 36,250 with a lowering of average speed. Corroborating such thought, peak flows of 55,000 vehicles per day have been recorded on the Interstate Bridge without development of

alarming congestion. Further, the Broadway Bridge in Portland, a comparable facility, is carrying an average daily traffic in excess of 45,000 vehicles.

In summary, then, if suggested changes and thinking as set forth hereinabove are followed, it can be stated that practical capacity for the Interstate Bridge is 36,250 vehicles per day;however, with some sacrificing of speed (reduction to 25-30 miles per hour) the facility can handle 43,500 vehicles per day, and the present facility therefore will be adequate until the year 1960. I suggest the present draft of the report be revised to conform with this approach to the problem. If the revision is made, the suggested press release as handed to you, and which was later approved by the Oregon State Highway Commission, will be quite satisfactory.

About the time we had completed the draft of this letter we received from Mr. Porak some suggested changes. We have rewritten these changes in line of this letter and transmit them herewith.

Very truly yours,

R. H. Baldock
State Highway Engineer

FBC:hi
cc Mr. H. G. Porak
Mr. G. S. Paxson
Mr. F. B. Grandall

The bridges over Oregon and Columbia sloughs are steel girder bridges on concrete piers and have the same roadway section as the main bridge. The former is 1137.5 feet in length and consists of eleven spans, and the latter is 307 feet in length and consists of 4 spans.

TRAFFIC VOLUMES

The projected traffic volume expectancy on the existing Interstate Bridge will, by the year 1960, be such that the bridge will no longer handle the traffic satisfactorily. The basis for such conclusion is set down hereinafter.

In the year 1946 an Origin and Destination Traffic Survey was conducted in the Portland-Vancouver metropolitan area. This survey was a cooperative project conducted jointly by the Oregon and Washington Highway Departments, the Cities of Vancouver and Portland, and the Bureau of Public Roads. This survey developed a great deal of valuable data bearing upon the future need of trans-Columbia River crossing facilities and/or the need for improvement of existing facilities.

The annual average daily volume on the existing Interstate Bridge for the year 1950 was 30,747 vehicles. This 1950 value was based on portable automatic recorder counts on 36 days through the year. For the past ten years traffic volumes in the vicinity of the Interstate Bridge have increased at an average rate of 10.7 per cent per year. Based on the ultimate maximum traffic volume, the anticipated average rate of increase from the year 1950 to the year 1980 is 2.3 per cent per year. (See Figure IV.)

The traffic data obtained on the 36 days throughout 1950 did not include some of the days of heaviest volume, such as July 4 and Labor Day. These data, although incomplete from the standpoint of continuous count throughout the year, showed peak-hour volumes ranging from 6.56 per cent to 10.53 per cent with respect to the 24-hour daily volume. Data obtained in the course of the 1946 O-D studies showed the average peak-hour was 8.6 per cent of the average daily traffic volume for the five week days of July, August and September. A maximum 24-hour volume

of 54,800 vehicles has been recorded on the Interstate Bridge. Traffic density of this magnitude caused a backlog of traffic to pile up, causing some delay. With such extremely high 24-hour volume, the peak hour within the 24-hour period would be much higher, percentage-wise, with respect to the average daily traffic for the year, as compared to the 8.6 per cent value obtained from data of the 1946 Origin and Destination Study.

Practical working capacity is defined in the "Capacity Manual" referred to in the 1950 Review, as the "Maximum number of vehicles that can pass a given point on a roadway or in a designated lane during one hour without the traffic density being so great as to cause unreasonable delay, hazard, or restriction to the drivers freedom to maneuver under the prevailing roadway and traffic conditions."

Rider top page 8

Inside Lane* = $\frac{(76 + 86)}{2}$ = 81% (0.19) (1500) = 285 vehicles/lane/hour

III CAPACITY OF TWO 9.5-FOOT LANES FOR TRAVEL IN ONE DIRECTION:

Outside Lane = 1500 - (135 + 450) = 915 vehicles/lane/hour
Inside Lane = 1500 - (135 + 285) = 1080 vehicles/lane/hour
Two-lane, One Direction Capacity = 1995 vehicles/two-lanes/hour

DIRECTIONAL FLOW CORRECTION:

55% of Peak-Hour flow is in Major Direction (Estimated from Traffic count)

Major Flow = 1995 vehicles/two-lanes/hour
Minor Flow = $\frac{45}{55}$ (1995) = 1630 vehicles/two-lanes/hour

Four-Lane, Two-Direction Capacity = 3625 vehicles/four-lanes/hour

NOTE: This capacity is based upon 100% green time for Interstate Bridge traffic at the intersections at grade immediately adjacent to the bridge approaches.

---

*"For undivided four-lane highways, the lateral clearance on the left side of the lanes for travel in the one direction may be assumed to be equivalent to the distance from the left edge of these lanes to a vehicle centered in the adjacent lane used by traffic traveling in the opposite direction. (P.R.p.229)"

The practical working capacity of 3625 represents the value under the most favorable conditions. It is based on free-flowing approaches, that is, 100% green time for interstate bridge traffic at the intersections at grade, immediately adjacent to the bridge approaches. Then too, there must be taken into consideration the delays from the opening of the lift span for navigation.

The Highway Capacity Manual prescribes that projected traffic facilities be designed to accommodate traffic flow as obtained in the 30th-highest hour of the year. The design value in terms of average daily traffic may be determined by relating the 30th-highest hour to the average daily traffic. The foregoing approach, with respect to design for projected new facilities, can then be used as a yardstick in measuring the adequacy of an existing facility.

The lack of continuous traffic-count data over a year's period on existing Interstate Bridge precludes a true determination of a percentage relationship between the 30th-highest hour and the average daily traffic. On the basis of incomplete traffic-count data, it has been indicated that peak-hour volumes, below that obtained for the 30th-highest hour of the year, would approximate 8.6 per cent of the average daily traffic for the year. It is believed that a 30th-highest hour value of 10 per cent of the average daily traffic would be a reasonable approximation in the instance of the Interstate Bridge.

Using the value of 3625 vehicles per hour, as previously derived, and the 10 per cent value for the 30th-highest hour, the practical working capacity of the existing Interstate Bridge, in terms of average daily traffic, becomes 36,250.

From traffic projection, the value of 36,250 will be reached some time in 1955 (refer to Table III).

The practical capacity is based, amongst other things, on a certain level of service to the motorist in the matter of speed. Referring to Volume 25, No. 10, October 1949 issue PUBLIC ROADS, page 225, it is stated with respect to practical capacity of multilane facilities in urban areas that, "At this volume, drivers who so desire can safely maintain an over-all speed of 35 to 40 miles per hour, although the average speed of all vehicles will be 30 to 35 miles per hour. Also, exceptionally high volumes that occur frequently for short periods can be handled without complete congestion." In the light of the foregoing, the existing bridge can handle a volume greater than the computed practical capacity of 35,250 with a lowering of speed level. With some sacrificing—reduction of speed to, say, 25-30 miles an hour—it seems reasonable to state that existing facility can handle 43,500 vehicles per day without severe congestion. The value of 43,500 is slightly in excess of the projected traffic for 1960 (refer Table III) and it can, therefore, be stated that existing facility should serve adequately until that time.

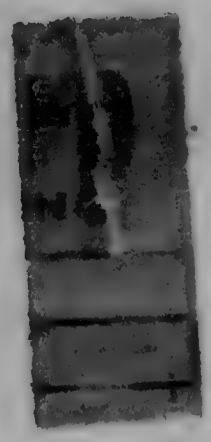

TABLE III

Projected Average Daily Traffic Volumes
for the Interstate Bridge
between
Vancouver, Washington and Portland, Oregon

	1948	1950	1955	1960	1965	1970	1975	1980
ADT Traffic Volume	28,600	30,747	37,000	41,700	45,500	48,400	50,600	52,100
% Vol. Increase over 1948	100.0	107.6	129.3	145.7	159.3	169.3	177.0	182.3
30th-Highest Peak Hour (10.0% of ADT)	2,860	3,075	3,700	4,170	4,550	4,840	5,060	5,210

Following the preceding procedure, the capacity of a 3-twelve foot lane facility with traffic moving in one direction has been determined by applying the following corrections to the basic capacity of 1500 passenger cars per lane per hour.

1. Commercial Vehicle Correction:
   .09 x 1500 = -135

2. Lane Width:
   1 Outside lane = .19 x 1500 = 285
   Inside lane = .02 x 1500 = -30

Capacity of 2 outside lanes = 2 (1500-(135+285) = 2160
Capacity of 1 inside lane = (1500-(135+ 30) = 1335

Total capacities of 3 lanes in one direction = 3495

Directional Flow Correction:
Major Flow = 3495 vehicles/3 lanes/hour
Minor Flow = $\frac{45}{55}$ x 3495 = 2860 on structure with Minor Flow

Total of 2 parallel bridges = 6355 vehicles per hour

RECEIVED
JUL 16 1951
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July 13, 1951

Future Bridge Jerome Co.

Mr. W. A. Bugge
Director of Highways
Transportation Building
Olympia, Washington

Dear Mr. Bugge:

Pursuant to our phone conversation today, I am transmitting this suggested press release. I will discuss the matter fully with the Highway Commission and advise you of the Commission's action next week.

Very truly yours,

R. H. Baldock
State Highway Engineer

RHB:hl
Encl.

RECEIVED
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July 13, 1951

Oregon State Highway Commission

Gentlemen:

I spent practically all day on July 12 in going over the various plans for some future bridge connecting Oregon and Washington in the vicinity of Portland, and a detailed report is being prepared.

The Washington Highway Commission want to make some sort of release to the newspapers about the matter, and after careful discussion we agreed with Mr. Dugge on this form of release, which I told him I would present to you for your review and action on the 16th and 17th of this month. After he gets your suggestions he will present it to his Commission on August 2, the release to be made by the Washington Highway Commission.

Inasmuch as the traffic studies indicate that nothing needs to be done in the building of a new bridge for the next eight or nine years, I do not believe there will be any repercussions from the release, and recommend that the one prepared be approved. I can assure you that I have carefully checked into the matter and spent a lot of my own time in determining the facts relating to the situation.

Very truly yours,

R. H. Baldock
State Highway Engineer

RHB:hi
Encl.

Press release to be made by the Washington Highway Commission on the studies made for connections between Oregon and Washington in the vicinity of Portland, Oregon, involving a future bridge across the Columbia River, which studies were made jointly by the highway departments of the State of Washington and the State of Oregon

The traffic studies point to the conclusion that the present Interstate Bridge will satisfactorily carry the traffic until about 1960, provided adequate connections are built on the Vancouver side now. Studies have been made as to five possible connections consisting of the following: the present route, the St. Johns route, the 39th Avenue extension route, the 82d Avenue extension route, and the tunnel route. The most feasible point for parallel tubes under the river would be a short distance above the present bridge structure.

The approximate costs of the routes involving proper connections on both the Oregon and the Washington sides are as follows: present route, $27,000,000; St. Johns route, $46,800,000; 39th Avenue extension route, $49,600,000; 82d Avenue extension route, $46,400,000; tunnel route, $62,000,000.

The major portion of the traffic on the present Interstate Bridge is local traffic between the cities of Portland, Oregon, and Vancouver, Washington, and the present bridge is ideally located for that service. If the other structures were built now, the St. Johns bridge would take away from the present bridge only about 4,000 vehicles per day; the 39th Avenue extension, about 11,500; and the 82d Avenue extension, about 6,000 of the 31,000 average daily traffic. Due to the preponderance of local traffic, if one of the other bridges were built it would be necessary sometime during the next 15 to 20 years to build a parallel bridge adjacent to the present site to handle the local traffic alone.

Economic studies made show that the greatest benefits to the road users of both states would be obtained by building a low-level bridge parallel and adjacent to the present structure, which would afford three lanes of traffic in either direction, and such solution is recommended when the traffic requires it. In the meantime, the Washington Department plans to construct the Vancouver Freeway in the near future, which will provide adequate approach facilities to the present bridge and will, likewise, afford a satisfactory connection to the parallel bridge when built.

July 13, 1951

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FORM E-90 25M 3-51 47190
2271
4652

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
May 8, 1951

SUBJECT: Traffic Analysis
Columbia River Bridge Crossing Study
Portland-Vancouver Area

To: Mr. W. C. Williams

NOTED

Attached hereto are three copies of a traffic analysis of five different cases that we studied with regard to river crossings in the Portland-Vancouver area. You will note that Case I contemplates a river crossing at the existing location of the Interstate Bridge and if this were improved to embody twin one-way bridges, the volumes would be distributed equally.

With regard to the other cases, the currently existing Interstate Bridge was coupled with one other river crossing and its appendant routes. Each of Cases II, III, IV and V were a study separately. I believe supplementing the foregoing with the footnotes on the attached tabulation should suffice for your needs. If you care to, we would be pleased to discuss this with you in greater detail.

F. B. Crandall
Traffic Engineer

FAH:bv

cc: E. M. Booth

Attachment

W. C. WILLIAMS

OREGON STATE HIGHWAY DEPARTMENT
Traffic Engineering Division
May - 1951

TRAFFIC ANALYSIS - COLUMBIA RIVER BRIDGE CROSSING STUDY
Portland-Vancouver Area

		1950 A.D.T.-Diverted 1/			1970 Average Daily Traffic					
					Diverted 2/			Total Expected 3/		
Case	Bridge	Pass. Cars	Comm. Veh.	Total	Pass. Cars	Comm. Veh.	Total	Pass. Cars	Comm. Veh.	Total
I	Interstate	27,580	3,167	30,747	43,025	4,940	47,965	53,781	6,175	59,956
II	Interstate	24,298	2,733	27,031	37,905	4,263	42,168	47,381	5,329	52,710
	St. Johns	3,282	434	3,716	5,120	677	5,797	6,400	846	7,246
III	Interstate	17,210	1,941	19,151	26,848	3,027	29,875	33,560	3,784	37,344
	Delaware	10,370	1,226	11,596	16,177	1,913	18,090	20,221	2,391	22,612
IV	Interstate	17,072	2,078	19,150	26,633	3,241	29,874	33,291	4,051	37,342
	39th Ave.	10,508	1,089	11,547	16,392	1,699	18,091	20,490	2,124	22,614
V	Interstate	22,092	2,549	24,641	34,464	3,976	38,440	43,080	4,970	48,050
	82nd Ave.	5,488	618	6,106	8,561	964	9,525	10,701	1,205	11,906

1/ Based on assignment of zone-zone, zone-station, or station-station volumes from 1946 Portland-Vancouver O-D Study

2/ Based on Factor of Increase of 1.56 obtained from Washington Department of Highways Report dated January, 1950, "Review of Columbia River Crossings - Traffic and Facilities", Figure 8 - 2000 year maturity curve

3/ Based on Factor of Generation of 1.25 applied to 1970 A.D.T. - Diverted

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P. O. BOX 567

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ARTHUR B. LANGLIE, GOVERNOR

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4200 MAIN ST.
NO. 5 YAKIMA
P. O. BOX 98
NO. 6 SPOKANE 13
N. 2620 MAYFAIR ST.

7211
1163

DEPARTMENT OF HIGHWAYS

W. A. BUGGE, DIRECTOR
TRANSPORTATION BUILDING
OLYMPIA

March 29, 1950

W. C. WILLIAMS

Mr. R. H. Baldock
State Highway Engineer
State Highway Department
Salem, Oregon

PSH 1, Interstate Crossing
Vancouver Vicinity

Dear Sir:

In reply to your letter of the 24th, I wish to advise that it will be entirely satisfactory to make studies of possible crossings of the Columbia River in the Portland-Vancouver area, with your department making the studies on the Oregon side and this department making the studies on the Washington side at identical locations, these locations being as follows:

1. A site in the vicinity of Government Island, which is somewhere near the extension of 82nd Avenue.

2. A site between the extension of 16th and 39th Avenues.

3. The site of the existing bridge.

4. A site west of the railroad bridge across the Columbia River, which would be a point approximately north of the St. Johns area.

The field work in connection with this matter will be handled by Mr. Forgey, district engineer for this department at Vancouver, on the Washington side, and at such time as the field work has been completed we will be very glad to have Mr. Stevens, bridge engineer, confer with representatives of your bridge department for the preparation of estimates of the structures which may be required at the respective locations.

In the making of these studies, it would be appreciated if a determination could be made as soon as possible as to the most suitable location of a parallel structure at the existing bridge site. This for the reason that we are buying rights of way for an interchange near the end of the existing bridge, and it is our desire to so design the interchange that it will fit in with any additional structure which may be

erected in this vicinity. From our present layout, it is indicated that a bridge parallel to the existing structure and downstream would fit into our layout most effectively.

Yours very truly,

W. A. BUGGE
Director of Highways

WAB:ac
ORD
cc Forgey
Stevens
Kenyon

RECEIVED
MAR 30 1950
OREGON
STATE HIGHWAY COMMISSION

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MAR 27 1950
FOR FILING

1971
4653

March 24, 1950

Mr. W. A. Bugge
Director of Highways
Transportation Building
Olympia, Washington

Dear Mr. Bugge:

With reference to the traffic study which you suggested in your communication of February 9 for the location of an interstate bridge across the Columbia River in the vicinity of Vancouver, Washington, advise that I discussed this matter with the Highway Commission at its meeting on March 21.

The Commission stated that it did not wish to enter into an agreement which would in any manner bind the State of Oregon to the selection of a particular bridge site at this time, based upon the premise that it will be at least ten years before a new bridge is needed.

The Commission has no objection to procuring the requisite information on four possible bridge sites. These four are:

1. A site in the vicinity of Government Island, which is somewhere near the extension of 82nd Avenue.

2. A site between the extension of 16th and 39th Avenues.

3. The site of the existing bridge.

4. A site west of the railroad bridge across the Columbia River, which would be a point approximately north of the St. Johns area.

Therefore, if this be satisfactory to you, the Commission will, at its own expense, make an economic study of each of the routes on the Oregon side of the Columbia River, involving cost of right-of-way procurement, cost of construction, and present traffic patterns, and supply you with this information so that you may perhaps arrive at your own conclusion.

Incidentally, we would also appreciate the data that you secure on the Washington side on each of these routes for our information. It will, of course, be necessary for the engineering departments of both states to confer relative to the possible locations of the bridge on each of the lines suggested, in order to arrive at an understanding as to the grade line, bridge type, and estimate of cost of the structure from shore line to shore line.

Please advise if this plan meets with your approval.

Very truly yours,

R. H. Baldock
State Highway Engineer

RHB:er

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400 SPOKANE ST.

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P. O. BOX 98

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STATE OF WASHINGTON
ARTHUR B. LANGLIE, GOVERNOR

DEPARTMENT OF HIGHWAYS
W. A. BUGGE, DIRECTOR
TRANSPORTATION BUILDING
OLYMPIA

NOA
4-3-50

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4206 MAIN ST.

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NO. 6 SPOKANE 13
N. 2620 MAYFAIR ST.

March 14, 1950

W. C. WILLIAMS

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Attention: Mr. W. C. Williams
Ass't. State Highway Engineer

Dear Sir:

In response to your letter of March 8, I wish to advise that the locations as suggested in your letter for studies of proposed crossings of the Columbia River are quite satisfactory to this department and if you will draw the form of agreement, we shall be very happy to have it executed by Mr. Bugge.

It would seem that the agreement need not state specifically the division of work but this matter could be worked out at a later conference between the two departments and the cost shared equally when the necessary expenditures have been made.

Very truly yours,

W. A. BUGGE
Director of Highways

By: O. A. DINSMORE
Assistant Director

WAB/rr
ORD

RECEIVED
MAR 8 1950
FOR FILING

March 6, 1950

Oregon State Highway Commission

Gentlemen:

The Director of Highways for the State of Washington has requested that the State of Oregon cooperate with the Washington Highway Department in a study of a proper site for an additional bridge across the Columbia River between the Portland and Vancouver areas, when such a facility is necessary.

Present traffic studies indicate that an additional bridge facility will be required about 1966. The Washington Highway Department, however, is planning an extensive road improvements on the Washington side which will be affected by the ultimate bridge site and is, therefore, quite anxious that the bridge study be made now.

There are apparently four possible bridge sites which should be studied. These four are:

1. In the vicinity of Government Island, which is somewhere in the vicinity or east of 82nd Avenue.
2. In the vicinity between 40th and 39th Avenues.
3. The site of the existing bridge.
4. A site west of the railroad bridge across the Columbia River, which would be a point approximately north of the St. Johns area.

It is estimated that the studies that need to be made now would cost about $15,000, and the State of Washington proposes that this be shared equally between the two states. It is my opinion that we should cooperate with Washington in making this study, and I recommend that you authorize us to carry on such survey work and right-of-way appraisal as are required on the Oregon side.

This matter will be on the next agenda for your consideration.

Very truly yours,

R. H. Baldock
State Highway Engineer

WCW:me hi
cc W. C. Williams
G. S. Paxson

RECEIVED
FOR FILING

February 15, 1950

Oregon State Highway Commission

Gentlemen:

Herewith is a copy of a communication from Mr. H. A. Rahm, Director of Highways, State of Washington, in which he suggests that a joint survey be made between Portland and Vancouver to determine the most feasible and economical location for a new bridge across the Columbia River connecting the two states.

The study by the Department of Highways of Washington indicates that a new bridge will be necessary about 1960. It is estimated that the traffic and route studies of the various acceptable locations will account to approximately $15,000. Mr. Rahm suggests that the cost of such a study be shared equally and the division of work be agreed upon by mutual consent, all of which would be covered in a written agreement between the two states.

I recommend that we join with the State of Washington in this study. Since the State of Washington is quite anxious to proceed with the study, please indicate your approval or disapproval on the attached sheet.

Very truly yours,

R. H. Baldock
State Highway Engineer

RHB:ds mm

cc Mr. W. C. Williams
Mr. J. M. Devers

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COMMISSIONERS
T. H. BANFIELD, CHAIRMAN
PORTLAND
BEN. R. CHANDLER, MEMBER
COOS BAY
CHAS. H. REYNOLDS, MEMBER
LA GRANDE

OREGON
STATE HIGHWAY COMMISSION
SALEM

R. H. BALDOCK
STATE HIGHWAY ENGINEER
J. M. DEVERS
CHIEF COUNSEL
H. B. GLAISYER
SECRETARY

February 15, 1950

Oregon State Highway Commission

Gentlemen:

Herewith is a copy of a communication from Mr. W. A. Purre, Director of Highways, State of Washington, in which he suggests that a joint survey be made between Portland and Vancouver to determine the most feasible and economical location for a new bridge across the Columbia River connecting the two states.

The study by the Department of Highways of Washington indicates that a new bridge will be necessary about 1960. It is estimated that the traffic and cause studies of the various comparable locations will amount to approximately $15,000. Mr. Purre suggests that the cost of such a study be shared equally and the division of work be agreed upon by mutual consent, all of which would be covered in a written agreement between the two states.

I recommend that we join with the State of Washington in this study. Since the State of Washington is quite anxious to proceed with the study, please indicate your approval or disapproval on the attached sheet. Images of the State of Washington for such a study, will

Very truly yours,

R. H. Baldock
State Highway Engineer

Williams
By Chief Engineer
Please note + file

~~( ) Approved~~

(X) Disapproved

Do not believe should be - HFB can act + handled this way

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DEPARTMENT OF HIGHWAYS

W. A. BUGGE, DIRECTOR
TRANSPORTATION BUILDING
OLYMPIA

February 9, 1950

Mr. R.H. Baldock
State Highway Engineer
Salem, Oregon

Interstate Bridge
Vancouver Vicinity

Dear Mr. Baldock:

Since the purchase of the Interstate Bridge by the states of Oregon and Washington, traffic has increased on this structure to such an extent that at the present time it is indicated that although all rail traffic has been entirely abandoned on the structure, its capacity for handling vehicular traffic will be exceeded in the very near future.

The construction of additional facilities for the handling of traffic in the Vancouver-Portland area we feel is a joint responsibility of the two states and while this department has made some investigations and studies in connection with providing facilities for the handling of traffic within Washington, it is felt that much greater benefits could be derived from a joint study made by the two states, giving full consideration to the facilities for handling the traffic not only across the Columbia River but into and through the metropolitan areas on either side of the river.

It is therefore requested that you advise if the Department of Highways of the State of Oregon would be willing to enter into an agreement with the Department of Highways of the State of Washington for such a study, with the understanding that the cost would be shared equally and the division of work agreed to by mutual consent at a conference held for the making of such determination.

Very truly yours,

W. A. BUGGE
Director of Highways

WAB/rr
ORD

W. C. WILLIAMS

A duplicate of this article is being mailed to the following:

Con. Homer Angel
Failing Bldg
Portland, Oregon

Senator Guy Cardon
Senate Office Bldg.
Washington D. C.

Senator Wayne Morse
841 Willamette St.
Eugene, Oregon

Con. Walter Norblad
Oregon Bldg.
Salem, Oregon

Douglas McKay
510 N. Commercial St.
Salem, Oregon

Oregon State Highway Dept.
State House (R. H. Baldock)
Salem, Oregon

Senator Harry P. Cain
Senate Office Bldg.
Washington D.C.

Gov. John Hall
State House
Salem, Oregon

Gov. Mon Walgren
State House
Olympia, Wash.

Washington State Hwy Dept.
State House
Olympia, Wash.

Mayor Earl Riley
City Hall
Portland, Oregon

Martin T. Pratt, Sheriff
Court House
Portland, Oregon

U.S. Engineers
Col. Weaver
Pittock Block
Portland, Oregon

The Oregon Journal
Dick Fagan
Front St.
Portland, Oregon

The Oregonian-Mr. Parrish
1320 S.W.Broadway St.
Portland, Ore.

The Oregonian - Mr. Lundy
1320 S. W. Broadway
Portland, Ore.

Chief of Engineers
Dept. of Navy
Washington D.C.

C. C. Crow
Platt Bldg.
Portland 5, Ore.

Con. Hal Holmes
Ellensburg, Wash.

Con. Walt Horan
Wenatchee, Wash.

Mayor Vern Anderson
City Hall
Vancouver, Wash.

REFERRED TO
Williams
Sent to me
for proposed
bridge on
map

Con. Thor C. Pallesson
Tacoma, Wash.

Con. Jay Stockman
Pendleton, Oregon

Con. Harris Ellsworth
Roseburg, Oregon

The Oregon Journal
Mr. Jackson
Front St.
Portland, Ore.

The Vancouver Columbian
1000 Broadway
Vancouver, Wash.

Public Roads Administration
Mr. Davis & Canfield
Broadway-Oak Bldg.
Portland, Oregon

Austin McCoy
McCoy Auto Co.
Vancouver, Washington

Con. Russell Mack
Hoquiam, Washington

Senator Warren G. Magnuson
Seattle, Washington

Homer R. Jones
Bremerton, Wash.

Con. Henry M. Jackson
Everett, Washington

K. E. X.
1230 S. W. Main St.
Portland, Oregon

K. G. W.
1320 S. W. Broadway
Portland, Oregon

K. V. A. N.
707½ Main St.
Vancouver, Wash.

Guy F. Atkinson Co.
Cascade Bldg.
Portland, Oregon

Pacific Bridge Co.
333 Kearney St.
San Francisco, Calif.

Morrison - Knudsen Co.
Boise, Idaho

Chief of Engineers
Dept. of Army
Washington D.C.

Portland, Oregon
September 13, 1948

SUBJECT: A BRIDGE

A HI-WAY BRIDGE TO CROSS THE COLUMBIA RIVER BETWEEN
OREGON AND WASHINGTON STATES

REASON: To handle the present and expected increase in highway traffic, permanent increase of population in the Portland, Oregon area and the Vancouver, Washington area, plus permanent increase of population along the valley towns of the Pacific Coast which causes more travel and traffic, both passenger and freight.

As is known there is one four-lane bridge that crosses the Columbia River connecting U. S. Highway #99 North and South. This bridge carries all of the traffic of the highway, plus the traffic of the two cities. The bridge is the only passage way for vehicle traffic over the river which leads and passes through both cities.

All of the Highway #99 traffic from California to Seattle and other points North use this bridge. During the shipyard operation days in North Portland area and Vancouver area and since the close of these yards, increased traffic has taxed the bridge and streets leading to the bridge to about capacity. Another bridge will, of course, relieve this congestion and expedite movement.

LOCATION: A general North, South direction at a point from the Oregon side, beginning at 82nd Avenue and Columbia Boulevard and on the Washington side North and over the SP&S Railway lines and the Evergreen Highway continuing some six to eight miles North, meeting with Highway #99.

TYPE: A four-lane two-way. A concrete causeway 10' to 16' above the ground level which would be over the recent flooded area, Oregon side, to the river, a distance of a mile more or less. A steel bridge similar type as the Vancouver or Highway #99 bridge. Bridge to have one lift-span which provides an opening for water traffic. On the Washington end a concrete causeway North from the bridge, crossing above the SP&S Railway line and the Evergreen Highway.

A right drive to a left angle underpass could be built to provide for southbound traffic to move without interruption or stopping or crossing #99 at the point of splitting some six or eight miles North of Vancouver. Northbound traffic from Vancouver way would not be forced to stop nor would traffic northbound using the new road. In other words, by having an underpass at the point of conversion, a continuous movement of traffic both North and Southbound would be effective.

The lift span of the present bridge is raised less than one hundred times a month to allow for water traffic. The proposed bridge location is about three miles East and beyond Kaiser-Vancouver shipyard and two small boat (sailing and power) club moorings. Deep water craft does not and has never navigated the Columbia River East of present bridge. It is reasonable to think that deep water craft never will move East of present bridge. One 5,000 ton steel boat made an experimental trip in the summer of 1936 and made the Bonneville Locks and to Hood River. On the return downstream the skipper ran the rapids and made it, but states never again, and went on record saying the Upper Columbia is not navigable for deep water craft. Pope-Talbot Steamship Line, Portland, Oregon, can substantiate this record. This brings out the fact that there will be less bridge draw or lift openings with the proposed bridge than there is with present bridge.

On the Oregon side a new bridge would be required across the Clackamas River north of Oregon City. The Highway Dept. of Oregon knows that the present bridge is narrow and obsolete. A new road would be required leaving Highway #99 immediately north of Oregon City and tieing into 82nd Street road after crossing the bridge over the Clackamas River. Some three or four sharp bends would have to be straightened on road north of Clackamas River bridge. 82nd Street from Columbia Boulevard, Portland, south to Oregon City is a Federal Aid road.

Portland, Oregon
September 13, 1948

SUBJECT: A BRIDGE

A HI-WAY BRIDGE TO CROSS THE COLUMBIA RIVER BETWEEN OREGON AND WASHINGTON STATES

REASON: To handle the present and expected increase in highway traffic, permanent increase of population in the Portland, Oregon area and the Vancouver, Washington area, plus permanent increase of population along the valley towns of the Pacific Coast which causes more travel and traffic, both passenger and freight.

As is known there is one four-lane bridge that crosses the Columbia River connecting U. S. Highway #99 North and South. This bridge carries all of the traffic of the highway, plus the traffic of the two cities. The bridge is the only passage way for vehicle traffic over the river which leads and passes through both cities.

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NEED: There is a wide variance in the number of vehicles that move daily both north and south over the present Columbia River bridge (a daily meter count could check this number over an ten-day period). A rough estimate would be from ten to twenty thousand vehicles daily. A population of approximately half a million on the Oregon side and eighty thousand on the Washington side. This population in addition to through north and south-bound traffic has but one bridge to use. The population has shown steady increase the past few years and there is every reason to look for a continued steady growth.

TIME: Allowing for the Congress to act for funds, the War Department okay for bridge, the two States' okay for need of a bridge and any other plans that may be drawn and presented, an estimated two years could elapse. For the legal work and leg work in both states covering condemnation of property, surveys, drafting of plans, civil engineering, letting of contracts, would perhaps take another two years. Constructions would perhaps require three years time to complete the job. This being late 1948, by 1955 the job may be complete. There is seven years time, more or less, before the present bridge and city streets can be relieved of the load.

COST: Anyone's guess. At the present a cost cannot be estimated on account of no surveys nor preliminaries having been made. Fact of the matter, cost makes no difference because the project is a must. It is a benefit for the public.

FINANCING: The two states will share their own cost less the Federal aid on highways. Following the survey covering cost of condemnation of properties from viaduct-end south in Oregon including the bridge and to the north end of viaduct in Washington, that $8,000,000 was required to complete the job, that amount of maney to come from Oregon Highway Department funds and Washington Highway Department funds. The bridge funds to come from both states and Federal Government Department of Public Roads. Each state to stand its cost of concrete viaduct. The net toll revenue to apply on a pro-rata basis unless otherwise provided by statute.

The cost whereby Federal aid is used covering bridge and concrete approaches would be effected by toll. The concrete approaches are a necessary part of the bridge and the cost and debt to be retired would cover both the bridge and approaches. The Oregon end would require about one mile long four-lane with markings, lights, and lane painting. The Washington end would be about a half mile same type. Under this plan of cost, the retirement of debt would be taken care of by toll income covering both the cost of concrete approaches and bridge. The cost of operation would be the payroll of toll employees, electricity and a paint job every ten years.

INCOME: There shall be a toll for crossing the bridge. Charge 5¢ each for pedestrian a foot, car including passengers 15¢, trucks 25¢ each, truck and trailer 25¢ each, buses up to and including 8 passengers 25¢, 9 passengers and more 50¢. No round trip nor commuter tickets to be issued at less than one way rate. No free passes.

Toll stations to be built at each end of approaches and to operate alternately on a year by year basis. This arrangement would be fair in that it would provide jobs for residents of each state for a year at a time. The debt to be retired out of toll income. Payments to be made on a six months and/or one year basis. Debt to be retired within twenty years or less.

New York and New Jersey made high toll charge for Holland Tunnel as did the San Francisco-Oakland people on the big Bay Bridge and they missed the boat, simply because traffic increased way beyond their expectations. So after they had all of the money they wanted to be on the safe side, the toll was reduced. No need for such a change to take place if the above-mentioned outline is followed.

Low cost charge for a vehicle will make for good feeling to all users as hardly any complaint could arise from a 15¢ charge for passenger car and passengers. The opposite feeling will be worked up should the charge be put at say $1.00 and other charges correspondingly high. The toll is the way to pay for a bridge and with the present free flow of money and people with the idea that they expect to pay, it seems a nice way to pay for the structure. The obsolete way is to let the funds come from some general fund or some form of taxation with interest and then be from twenty-five to one hundred years paying on some bridge bonds and by the time the bonds are paid another bridge is needed. This toll plan will pay for the structure and cause no hard feeling. It will be a matter of first financing through any method. The bridge will provide cash income to pay for itself.

Yours truly,

ULYSSES SHERIDAN SMITH

362 Pittock Block
Portland 5, Oregon

DEPARTMENT OF THE INTERIOR
U. S. GEOLOGICAL SURVEY

CORPS OF ENGINEERS, U. S. ARMY
TACTICAL MAP
La Center)

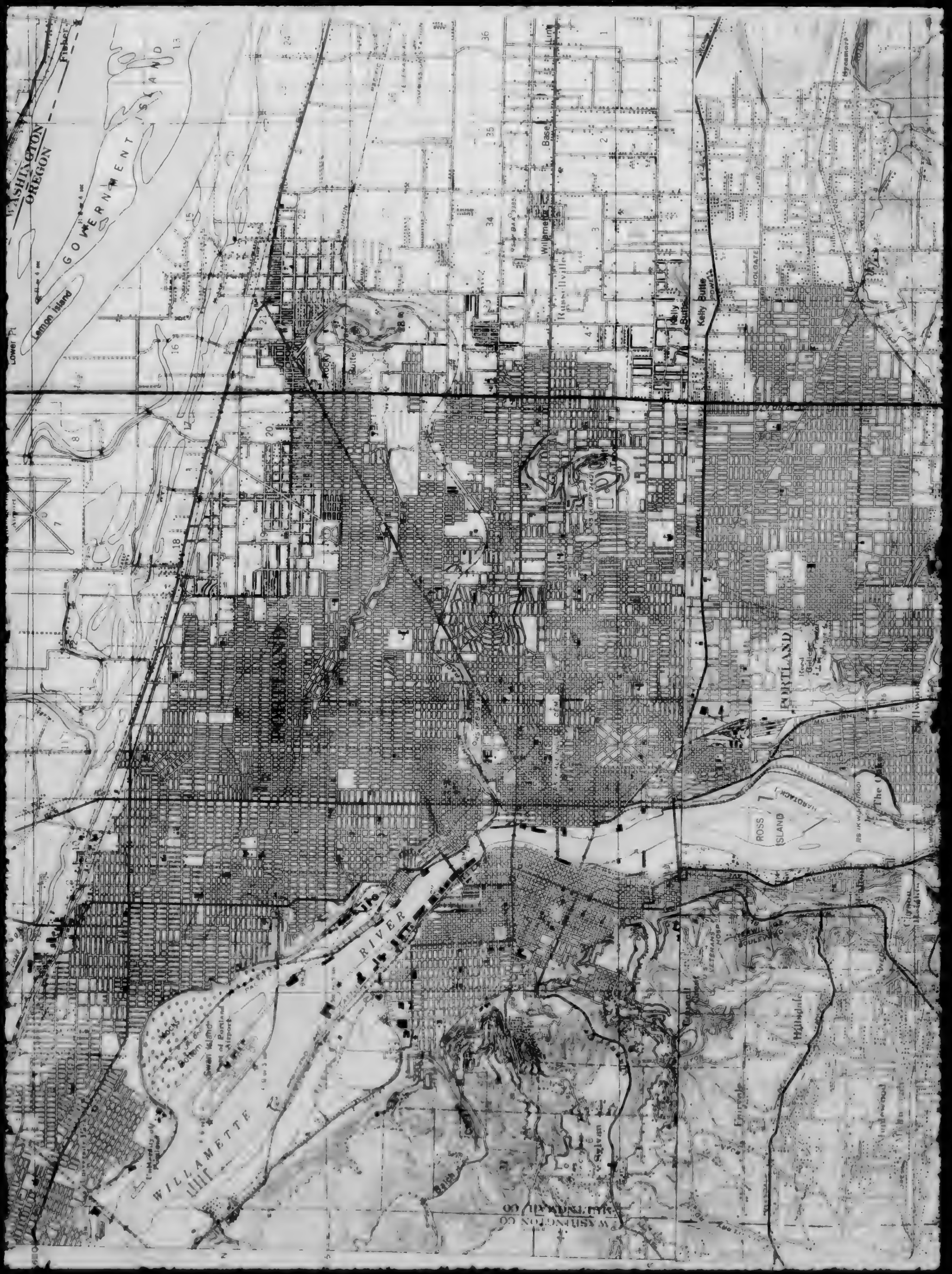
Advance edition
Subject to correction

OREGON-WASHINGTON
PORTLAND QUADRANGLE
GRID ZONE "G"

R 1 E
R 2 E
T 3 N
T 2 N
122° 30'
45° 45'
40'
35'

VANCOUVER LAKE
Green Lake
Curtis Lake
Round Lake
Knapp
Whipple Creek
Salmon Creek
Northern River
Mundays Ferry
Shillapoo Lake
Shillapoo Slough
Pacific Highway
Lake Shore School
Canyon Creek
Vancouver Jc.
Hazeldell Sch.
Hidden
Cold Creek
Salmon School
Public School
Union Valley School
Glenwood Sch.
Salmon Creek Branch
Brush Prairie
Union School
Ivacolt
Homan
St John
Berberton
Walnut School
Orchards
Burton School
Meridian
Mathews Pl.
Ivan
Beacon
Aviation Control
FOURTH PLAINS
Creek

Vancouver
Hazelwood Sch
Hidden
Walnut School
Orchards
PLAINS
Cold
Creek
Meridian
Mathews Pt
COLUMBIA
HAYDEN ISLAND
North Portland
Harbor
VANCOUVER
Vancouver Barracks
Pearson Field
Vancouver Airport
SPOKANE
Burton School
West Mill Plain School
East Mill Plain School
Bybee Lake
Smith Lake
Willamette
INTERSTATE BRIDGE
Ryan Pt
CLARKE CO
MULTNOMAH CO
RIVER
Tomahawk Island
Bridgeton
Mud Slough
Bayou Slough
Portland Columbia Airport
Russell Landing
Elleworth
Lower Pt
Lemon Island
WASHINGTON
OREGON
GOVERNMENT ISLAND
Fisher
University Park
University of Portland
Swan Island
Port of Portland Airport
WILLAMETTE
Rocky
(Camas)
T 2


WASHINGTON
OREGON
GOVERNMENT ISLAND
Lemon Island
Lower Pt
Fraser
Willamette
Kelly Butte
Kelly Butte Power
HOLGATE
Base Line
Russellville
Rocky Butte
PORTLAND
ROSS ISLAND
HARDTACK I
JAX
MCLOUGHLIN BLVD
WILLAMETTE BOULEVARD
VETERANS HOSP
RIVER
WILLAMETTE
Swan Island
Port of Portland Airport
Hayden Island
Bridgeton
Hillsdale
Multnomah
Terwilliger
Riverdale
Oswego
Lake Oswego
Tigard
Tualatin
Sherwood
Newberg
Yamhill
Carlton
McMinnville
Dundee
Dayton
Lafayette
Sheridan
Willamina
Grand Ronde
Salem
Dallas
Monmouth
Independence
Falls City
Amity
Woodburn
Hubbard
Aurora
Donald
Gervais
Mt Angel
Silverton
Scotts Mills
Molalla
Canby
Estacada
Sandy
Gresham
Troutdale
Fairview
Wood Village
Corbett
Orient
Boring
Damascus
Eagle Creek
Barlow
Clackamas
Oregon City
West Linn
Milwaukie
Gladstone
Happy Valley
Clackamas River
Sandy River
Columbia River
Columbia Slough
Multnomah Channel
Willamette River
Johnson Creek
Tualatin River
Scappoose
St Helens
Columbia City
Rainier
Clatskanie
Vernonia
Banks
Forest Grove
Cornelius
Hillsboro
Beaverton
Tigard
Tualatin
Sherwood
Newberg
Yamhill
Carlton
McMinnville
Dundee
Dayton
Lafayette
Sheridan
Willamina
Grand Ronde
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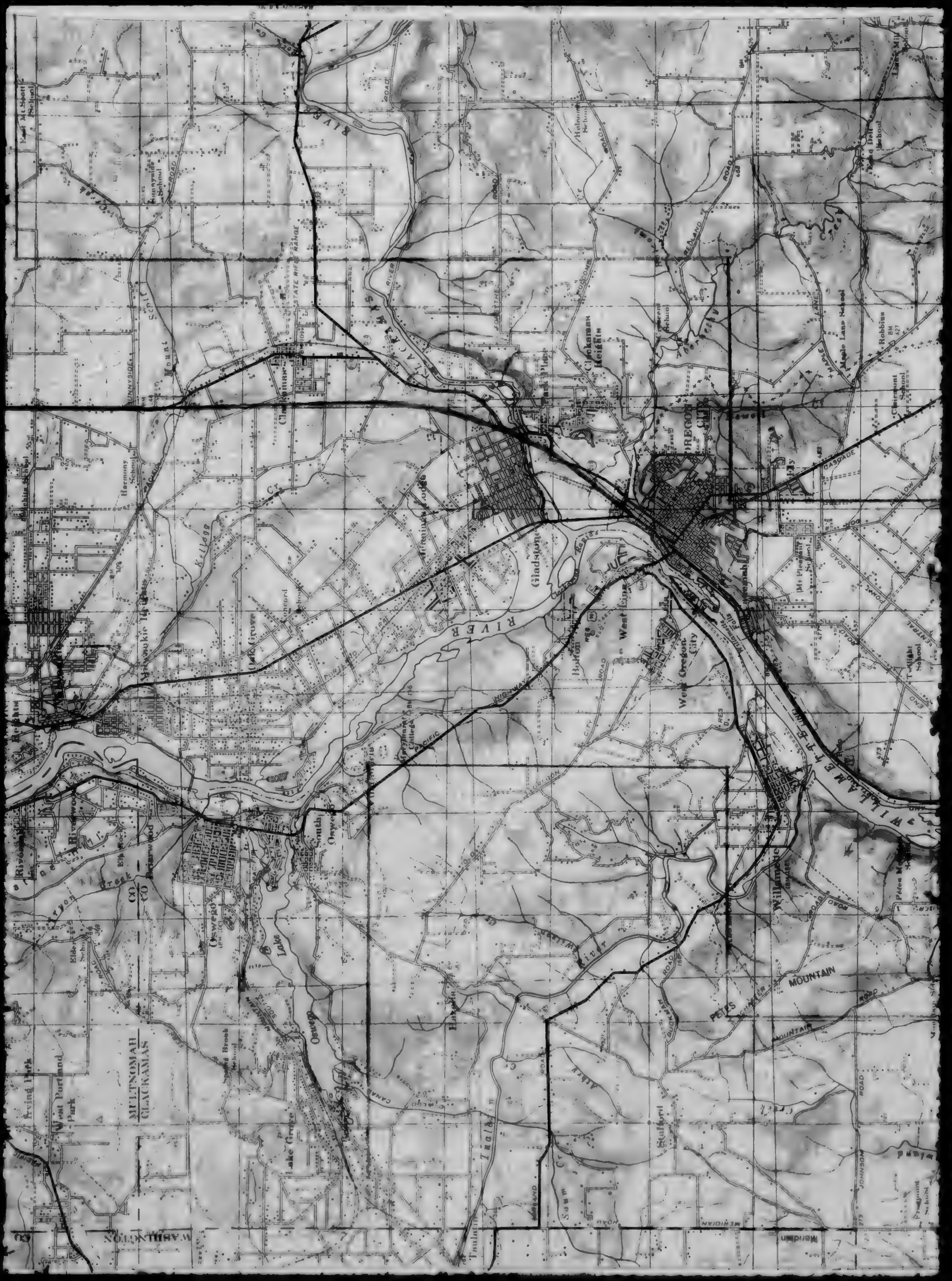
Boring
Damascus
Eagle Creek
Barlow
Clackamas
Oregon City
West Linn
Milwaukie
Gladstone
Happy Valley

Mount Scott
Russellville
Kelly Butte
ROSS ISLAND
HARBOR
Riverdale
Riverwood
Hillsdale
West Portland
Multnomah
Clackamas
Washington Co
Lake

MULTNOMAH CO
CLACKAMAS CO
RIVER
Mount Scott
Mount Scott School
Sunnyside School
Harmony School
Kellogg Creek
Clackamas Heights
Gladstone
Oak Grove
Milwaukie
PORTLAND
SOUTHEAST
PACIFIC HIGHWAY
ROSS ISLAND
HARBOR
Riverwood
Tryon Creek
Lake Oswego
Oswego
Hayden Island
Hillsdale
Multnomah
West Portland
Garden Home
West Portland Park
Terwilliger Blvd
Taylors Ferry Rd
Macadam Ave
Boones Ferry Rd
Willamette River
Columbia River


Mount Scott
Kellogg Cr.
Clackamas
Gladstone
RIVER
Oregon City
West Linn
Willamette Falls
Willamette River
Lake Oswego
Tualatin
Tualatin River
Sherwood
Newberg
Pacific Highway
Willamette Falls Drive
Cascade
Mountain Road
Johnson Road
Park Place
Clackamas Heights
Maple Lane School
Harmony School
Concord
Mt. Pleasant School
Twilight School
Sunset Park
Irving Park
West Portland Park
Lake Grove
Robbins
Peters Mountain
MULTNOMAH
CLACKAMAS
WASHINGTON

Willamette
Meridian
MERIDIAN
ROAD
Newland
Creek
JOHNSON
ROAD
Stafford
Tualatin
CANAL
MOUNTAIN
PETES
ROAD
Wilson
CANBY
FERRY
KISER
ROAD
PEACH
COVE
Willamette
WILLAMETTE
RIVER
SOUTH
END
ROAD
Oregon City
West Linn
RIVER
Gladstone
CENTRAL
POINT
ROAD
Brown School
Mt. Pleasant School
Creek
MOLALLA
ROAD
CASCADE
HIGHWAY
Clairmont School
Robbins
BM 427
MAPLE
LANE
ROAD
Maple Lane School
Hamm School
Beaver Creek School
Beaver Creek
Lone Elm School
Lone Elm
Holcomb School
Clackamas Heights
Park Place
GLACIER
RIVER
Oswego
Lake
Tualatin
Sherwood
Wilsonville
Willamette Falls

Prepared under the direction of the Chief of Engineers, U. S Army
Control by U. S. Geological Survey.
Topography by U. S Geological Survey, 1911-12
Planimetric detail revised as a Federal W. P. A. Project 1938 and 1939
under supervision of 29th Engineers, U. S. Army
Polyconic Projection. North American Datum 1927

Scale 1/62500

1 0 1 2 3 Miles

1000 500 0 1000 2000 3000 4000 5000 6000 7000 Yards

ROUTES USUALLY TRAVELED
HARD IMPERVIOUS SURFACES
OTHER SURFACE IMPROVEMENTS

ENGINEER REPRODUCTION PLANT, THE ARMY WAR COLLEGE, WASHINGTON, D. C.

Prepared under the direction of the Chief of Engineers, U. S. Army.
Control by U. S. Geological Survey.
Topography by U. S. Geological Survey, 1911-12.
Planimetric detail revised as a Federal W. P. A. Project 1938 and 1939
under supervision of 29th Engineers, U. S. Army.
Polyconic Projection, North American Datum 1927.

Scale 1/62500

Miles
Yards
Feet
Kilometers

Contour interval 25 feet
Datum is mean sea level

FIVE THOUSAND YARD GRID COMPUTED FROM "GRID SYSTEM FOR PROGRESSIVE MAPS IN THE U. S." ZONE G. U. S. C. & G. S., SPECIAL PUBLICATION NO. 59
(THE LAST THREE DIGITS OF THE GRID NUMBERS ARE OMITTED)

NOTE: OFFICERS USING THIS MAP WILL DARK HEREON CORRECTIONS AND ADDITIONS WHICH COME TO THEIR ATTENTION AND MAIL DIRECT TO "THE CHIEF OF ENGINEERS, WASHINGTON, D. C."

APPROXIMATE MEAN DECLINATON 1939
ANNUAL MAGNETIC CHANGE 2' DECREASE

ROUTES USUALLY TRAVELED
HARD IMPERVIOUS SURFACES
OTHER SURFACE IMPROVEMENTS
U. S. ROUTE
STATE

OREGON CITY, OR
N 4515-W 12230/15

PROOF COPY

ENGINEER REPRODUCTION PLANT, THE ARMY WAR COLLEGE, WASHINGTON, D. C.

RECEIVED
MAR 14 1950
FOR FILING

PUBLIC ROADS ADMINISTRATION
FEDERAL WORKS AGENCY
DIVISION EIGHT

P. O. BOX 3900
PORTLAND 8, OREGON

OREGON DISTRICT

7171

1663

March 13, 1950

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

NOTED
W. C. WILLIAMS

Dear Sir:

We are returning herewith the copy of a map of Portland presented by the Oregon representatives at the bridge conference held with the Washington Highway Department at Vancouver, February 8th.

Thanks very much for the use of this map.

Very truly yours,

T. M. DAVIS
District Engineer

Encl.

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7971
46.5.2

March 8, 1950

Mr. William A. Bugge
Director of Highways
Washington Department of Highways
Transportation Building
Olympia, Washington

Attention: Mr. O. R. Dinsmore
Assistant Director

Dear Sir:

Relative to the proposed study of additional facilities crossing the Columbia River between Oregon and Washington, we are unable to enter into an agreement pending approval of the surveys required in Oregon by the Oregon State Highway Commission. We have been unable to obtain such approval pending the meeting of the entire Commission, and the next meeting is scheduled for March 20-21.

We have the above matter on the agenda, and, if we secure the approval of the Commission, we will immediately arrange for the preparation of an agreement between the two states.

It is immaterial to us who prepares the agreement. If we are in agreement on the sites to be studied, the agreement form will need to be only minor in nature. We have considered that studies for a bridge site should be made at four locations, the locations being as follows:

1. In the vicinity of the west end of Government Island, or an extension of 82nd Avenue in Portland.

2. Between 16th and 39th Avenues, say, approximately 21st Avenue.

3. The existing site.

4. A site west of the railroad bridge, which is approximately north of St. Johns in Oregon.

Roberts
Columbia River Crossing
Traffic & facilities attached

See: Bound Report (Brown) front of folder.

If you are in agreement as to the sites to be studied and will so advise, we will be in a position to prepare the agreement here immediately after our Commission has acted. We shall await your advice in this matter.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Assistant State Highway Engineer

WCW:ms

DISTRICT OFFICES
NO. 1 SEATTLE 4
400 SPOKANE ST.
NO. 2 WENATCHEE
P. O. BOX 98
NO. 3 OLYMPIA
P. O. BOX 367

STATE OF WASHINGTON
ARTHUR B. LANGLIE, GOVERNOR

DISTRICT OFFICES
NO. 4 VANCOUVER
4800 MAIN ST.
NO. 5 YAKIMA
P. O. BOX 58
NO. 6 SPOKANE 13
N. 2620 MAYFAIR ST.

DEPARTMENT OF HIGHWAYS
W. A. BUGGE, DIRECTOR
TRANSPORTATION BUILDING
OLYMPIA

March 6, 1950

Mr. R. H. Baldock
State Highway Engineer
Oregon Highway Commission
Salem, Oregon

Attn: Mr. Williams, Assistant
State Highway Engineer

Joint Study Interstate
Bridge Location

Dear Sir:

Since the meeting held in Vancouver recently to discuss various phases of a proposed study of additional facilities crossing the Columbia River between Oregon and Washington in the vicinity of Portland-Vancouver, we have given consideration to this and concur in your estimate of $15,000 for the performance of this work.

In view of this decision, it would seem advisable to execute an agreement between the Oregon Highway Commission and the Director of the Department of Highways of the State of Washington for the performance of this work. We will be very glad to execute such an agreement, should you prepare one and submit it for our signature, or we will be very happy to make such preparation and submit it for your consideration.

We would very much appreciate it if you would kindly advise concerning this matter.

Yours very truly,

W. A. BUGGE
Director of Highways

By: O. R. DINSMORE
Assistant Director

WAB:LB
ORD

DISTRICT OFFICES

NO. 1 SEATTLE 4
[illegible] SPOKANE ST.

NO. 2 WENATCHEE
P. O. BOX 98

NO. 3 OLYMPIA
P. O. BOX 287

STATE OF WASHINGTON
ARTHUR B. LANGLIE, GOVERNOR

DISTRICT OFFICES

NO. 4 VANCOUVER
4200 MAIN ST.

NO. 5 YAKIMA
P. O. BOX 98

NO. 6 SPOKANE 13
N. 2820 MAYFAIR ST.

DEPARTMENT OF HIGHWAYS

W. A. BUGGE, DIRECTOR
TRANSPORTATION BUILDING
OLYMPIA

February 23, 1950

Williams
Please prepare report

Mr. R. H. Baldock
State Highway Engineer
Oregon State Highway Commission
Salem, Oregon

Dear Mr. Baldock:

As requested by you during our telephone conversation of February 20th, we are sending to you herewith two (2) copies of our "Review of Columbia River Crossing Traffic and Facilities". Mr. J. Al Head requested by letter dated February 16, 1950, that a copy of this review be sent to their office. We would, therefore, appreciate having you give one of these copies to Mr. Crandall, in compliance with his department's request.

There is also enclosed a copy of the Motor Vehicle Laws of the State of Washington, and on page 56, marked by a red line on the border, is the section of the law relative to the penalty which is imposed upon violators for the operation of equipment on the public highways in this state not consistent with provisions of the limits set forth in Section 50 of Chapter 221, Laws of 1949, for the State of Washington. This penalty is particularly effective for overlegal weight movement so commonly occurring in log-hauling operations.

Very truly yours,

W. A. BUGGE
Director of Highways

WAB:eh
HCH

By: H. C. HIGGINS
Traffic Engineer

cc: O. R. Dinsmore

F. B. Crandall
Traffic Engineer
State Highway Commission
Salem, Oregon

Copy sent to Crandall Warfield

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MAR 8 1950
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1163

File

March 7, 1950

Mr. T. M. Davis
District Engineer
Bureau of Public Roads
Post Office Box 3900
Portland 8, Oregon

Dear Sir:

Enclosed is a copy of the only map that was presented by the Oregon representatives at the bridge conference held with the Washington Highway Department at Vancouver.

As to the throughway "west of Interstate", Mr. Baldock recalls that he did state that the Oregon Highway Department had made some study of a proposed throughway in the vicinity of Delaware Avenue west of Interstate. That was the only reference to the throughway, and no maps indicating such work were presented.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Assistant State Highway Engineer

WCW:ms

Encl.

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MAR 8 1950
COMMISSIONERS
FOR FILING

T. H. BANFIELD, CHAIRMAN
PORTLAND
BEN R. CHANDLER, MEMBER
COOS BAY
CHAS. H. REYNOLDS, MEMBER
LA GRANDE

R. H. BALDOCK
STATE HIGHWAY ENGINEER
J. M. DEVERS
CHIEF COUNSEL
H. B. GLAISYER
SECRETARY

7911
4653

OREGON STATE HIGHWAY COMMISSION

OFFICE OF CHAS. H. REYNOLDS
LA GRANDE, OREGON

February 18, 1950

Mr. R. H. Baldock
State Highway Engineer
Oregon State Highway Commission
Salem, Oregon

Dear Sam:

I am perfectly willing to approve the study for the new bridge across the Columbia at Vancouver as suggested by the State of Washington, but since it is not necessary until about 1960 it might be more feasible to have approval of the Commission at the next meeting. Of course, if Mr. Bugge wants this approval now in connection with their present difficulties in Vancouver, I am perfectly willing to give the authorization.

Very truly yours,

Chas H Reynolds

CHR/vlw

RECEIVED
FEB 2 1950

RECEIVED
FOR FILING

THE VOLLSTEDT KERR LUMBER CO.

GENERAL OFFICES
P. O. BOX 508, McMINNVILLE, OREGON
PHONE 555

PINE DEPARTMENT
376 PITTOCK BLOCK, ATWATER 3721
PORTLAND 5, OREGON

NOTED
State Highway Engineer

Portland 5, Oregon
January 28, 1950

Arthur B. Langlie, Governor
Olympia, Washington

Dear Sir:

Please note the enclosed article dated September 13, 1948.

This article is self-explanatory in that it covers the general idea of a bridge which is needed across the Columbia River between the two states.

I have attempted to create interest in this project and to date it seems that I have failed. From the radio reports today we understand that you have signed papers authorizing the free-way through Vancover, Washington, which converges the traffic to the present river bridge. I take this matter up merely as a private citizen without any official capacity and I can not agree with the idea of the free-way on the North side of the river and having no relief on the South side. If you were personally to come on this side of the river and make a survey of the traffic situation from Oregon City to the Columbia River bridge, I feel sure that you would agree with the proposal in the enclosed article. In the years to come Oregon will have to have some relief of traffic through the city for bottle necking the one bridge. Many agencies in the two cities have plans underway to attract industry to the West and no doubt we can look for a steady increase of population, which, of course, creates traffic and will still have only one passageway over the river between these two cities, Portland and Vancover. In addition to the commerical and automobile traffic it does seem that the military should be interested in this project and by all means should be invited to sit into any plans or proposals.

This project has had no offical airing recently and I am very much surprised to hear radio reports this morning stating the project is to become a reality.

Can not you take this matter up with the Governor and Highway Department, Mayor of Portland and parties interested in the State of Oregon before this project gets under way.

Vancover must have some relief from traffic using the main street

directly through the city and certainly no more than fair to believe that Portland should have, and must have, some relief from this burdensome problem existing. Another bridge such as my article outlines seems to me to be the sensible plan for relief.

By a free-way being built through Vancover does not ease the bridge traffic, nor the traffic situation on the Oregon side, and it certainly is no more than fair to ask Oregon to sit in on this matter. Of course I realize that the proposal has gone through and that you have signed the papers for the project to become a reality, but can not you hold this up for a month or two and get in touch with the officials on the Oregon side.

Please give this matter your sincere consideration.

I shall be pleased to hear from you.

Very truly yours,

Ulysses Sheridan Smith

USS:dl
cc: Highway Department

7971

1653

CROSS REFERENCE SHEET

Name or Subject John Armstrong
Assistant Sunday Editor
The Oregonian
Portland, Oregon

File No.

Regarding Mr. Armstrong Asking for information to publish regarding Interstate Bridge between Portland and Vancouver.

Date 5/13/49
5/27/49

SEE

Name or Subject ADMINISTRATION
Publications
A to Z - Oregonian

File No.

File cross reference form under name or subject at top of the sheet and by the latest date of papers. Describe matter for identification purposes. The papers, themselves should be filed under name or subject after "SEE."

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1613

Salem, Oregon
May 24, 1949

Mr. W. C. Williams

Herewith print showing proposed Washington plan for rebuilding the Pacific Highway at Vancouver.

R. H. Baldock

RHB:hi
Encl.

Map filed in Mr. Gotch's office
7-21-49

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DISTRICT OFFICES
NO. 1 SEATTLE 4
450 SPOKANE ST.
NO. 2 WENATCHEE
P. O. BOX 98
NO. 3 OLYMPIA
P. O. BOX 327
7771
1653

STATE OF WASHINGTON
ARTHUR B. LANGLIE, GOVERNOR

DISTRICT OFFICES
NO. 4 VANCOUVER
4200 MAIN ST.
NO. 5 YAKIMA
P. O. BOX 52
NO. 6 SPOKANE 13
N. 2820 MAYFAIR ST.

DEPARTMENT OF HIGHWAYS

O. R. DINSMORE, DIRECTOR
TRANSPORTATION BUILDING
OLYMPIA

April 26, 1949

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

U.S. 99, Columbia River Bridge
Vancouver - Portland

Reference is made to recent articles appearing in the Vancouver newspapers and to our previous telephone conversation regarding the attempt on the part of citizens of Vancouver to promote a new bridge across the Columbia River between Vancouver and Portland.

As indicated to you during the last telephone conversation, we are enclosing a small map showing the general layout of the proposed limited access facility connecting with the existing bridge at Vancouver and extending northerly through the westerly portion of the Vancouver Barracks area as that portion of the interstate route to be developed to accommodate the anticipated traffic. Some modification of this lay-out undoubtedly will have to be made to conform to such crossing as may be proposed for future construction.

It would appear that under the circumstances it might be well for representatives of this department to confer with you to develop the most satisfactory location for a future bridge in order that proper provision may be made in connection with the facility which we are planning and upon which we expect to acquire right of way in the near future. To this end we will get in touch with you as soon as the pressure of work following the legislature has somewhat abated, with a view to carrying on a preliminary discussion of the matter.

RECEIVED
MAY 1 - 1949
OREGON
STATE HIGHWAY COMMISSION

Very truly yours,

O. R. DINSMORE
Director of Highways

By: JAS. A. DAVIS
Assistant Director

ORD.rr
JAD

RECEIVED
MAY 9 - 49
FOR FILING

7971

4653

May 9, 1949

Colonel Ralph A. Tudor
681 Market Street
San Francisco 5, California

Dear Colonel Tudor:

With reference to your communication of April 25, advise that there is no action contemplated on the proposed Interstate Bridge at this time.

Very truly yours,

R. H. Baldock
State Highway Engineer

RHB:er

RECEIVED
CLARENCE E. SEAGE
RALPH A. TUDOR
FOR FILING

SEAGE & TUDOR
CONSULTING ENGINEERS
932 MONADNOCK BLDG.
681 MARKET ST.
SAN FRANCISCO 5, CALIF.
PHONE EXBROOK 2-1858

April 25, 1949

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sam:

Lewis Stanley, our representative in Portland, sent me a clipping from the Oregon Journal of April 21st, which quoted you relative to the need for a new bridge between Portland and Vancouver. If this develops and Clarence Seage and I could serve any purpose in the investigations and designs, we would like very much to be considered.

I imagine it will not be a toll bridge and in that respect you will avoid some of the problems I am faced with in connection with a second San Francisco Bay crossing. Otherwise, however, it should be somewhat comparable.

I expect to be north sometime before the 15th of May to go over The Dalles Bridge estimates, and hope to see you then.

Sincerely yours,

RALPH A. TUDOR

RECEIVED
APR 27 1949
OREGON
STATE HIGHWAY COMMISSION

SECOND ST.

THIRD ST

Review of

COLUMBIA RIVER CROSSING

TRAFFIC and FACILITIES

Prepared by

Urban Section

Office of Traffic Engineer

State of Washington Department of Highways

W. A. Bugge, Director

January 1950

- FOREWORD -

The purpose of this report is to review previous studies that have been made of interstate motor vehicle travel between Oregon and Washington in the vicinity of the Columbia River, and to assemble information relative to the existing crossing facilities and their capacity to serve present and future traffic volumes.

- TABLE OF CONTENTS -

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Figure 4	Columbia River Crossings (Inter-Zone Travel).	9
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	Practical Capacity of the Interstate Bridge	19
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- SUMMARY of REVIEW -

1. The Interstate Bridge serves approximately 85 per cent of all the motor vehicle travel between Oregon and Washington in the vicinity of the Columbia River.

2. Approximately 50 per cent of the trips on the Interstate Bridge is inter-city travel between Portland and Vancouver, 35 per cent is travel between adjacent counties, and 15 per cent is travel between other zones in Oregon and Washington or other States.

3. The reported 1948 AAD volume on the Interstate Bridge is 28,600. The Maximum Highest Hour is approximately 24 per cent of the AAD volume, and the 30th Highest Hour is approximately 15 per cent of the AAD volume.

4. July is the peak-month on the Interstate Bridge, with Sunday traffic volume being approximately 138 per cent of the AAD (average day) volume for the month.

5. The average peak-hour of traffic occurs between 4:00 and 5:00 p.m. and is 8.6 per cent of the average 24-hour traffic volumes.

6. The traffic volume trend in the vicinity of the Interstate Bridge and motor vehicle registration in Clark County are increasing at approximately the same rate.

7. The traffic volumes in the vicinity of the Interstate Bridge have increased at an average rate of 10.7 per cent per year for the past ten years.

8. On the basis of the anticipated maturity of motor vehicle use by the year 2000, it is believed that the average rate of traffic volume increase on the Interstate Bridge will average 2.3 per cent per year between 1950 and 1980.

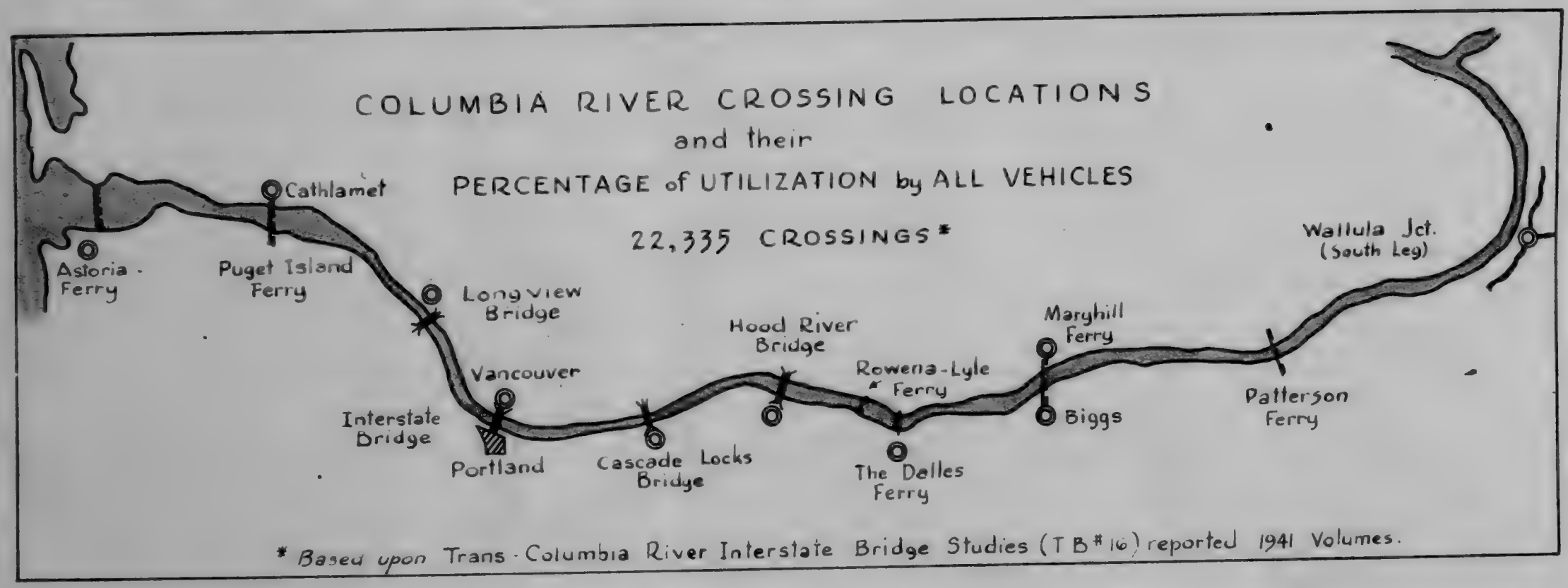
9. The calculated practical capacity of the Interstate Bridge, with free-flowing approaches, is 3,625 vehicles for peak-hour operation with four clear lanes, or approximately 42,000 vehicles per day.

10. The calculated 1948 30th Highest Hour on the Interstate Bridge was 4,350 vehicles, which exceeded the rated practical peak-hour capacity by 20 per cent.

11. By the year 1960, the AAD volume on the Interstate Bridge will be approximately equal to the 24-hour capacity, and the 30th Highest Hour will exceed the rated practical peak-hour capacity by 75 per cent.

Figure 1 - Columbia River Crossing Locations and their Percentage of Utilization is based upon the 1941 Trans-Columbia River Interstate Bridge Studies (Ore. T.B. #16).

22,335 ADT crossings were reported, of this number 85.4 per cent, or 19,076 crossings were made on the Interstate Bridge. Fifteen per cent of the Interstate Bridge travel was thru trips and 85 per cent reported as local as to the adjacent City and County areas.


COLUMBIA RIVER CROSSING LOCATIONS
and their
PERCENTAGE of UTILIZATION by ALL VEHICLES
22,335 CROSSINGS*
Cathlamet
Astoria - Ferry
Puget Island Ferry
Longview Bridge
Vancouver
Interstate Bridge
Portland
Cascade Locks Bridge
Hood River Bridge
Rowena-Lyle Ferry
The Dalles Ferry
Maryhill Ferry
Biggs
Wallula Jct. (South Leg)
Patterson Ferry
* Based upon Trans-Columbia River Interstate Bridge Studies (TB # 16) reported 1941 Volumes.

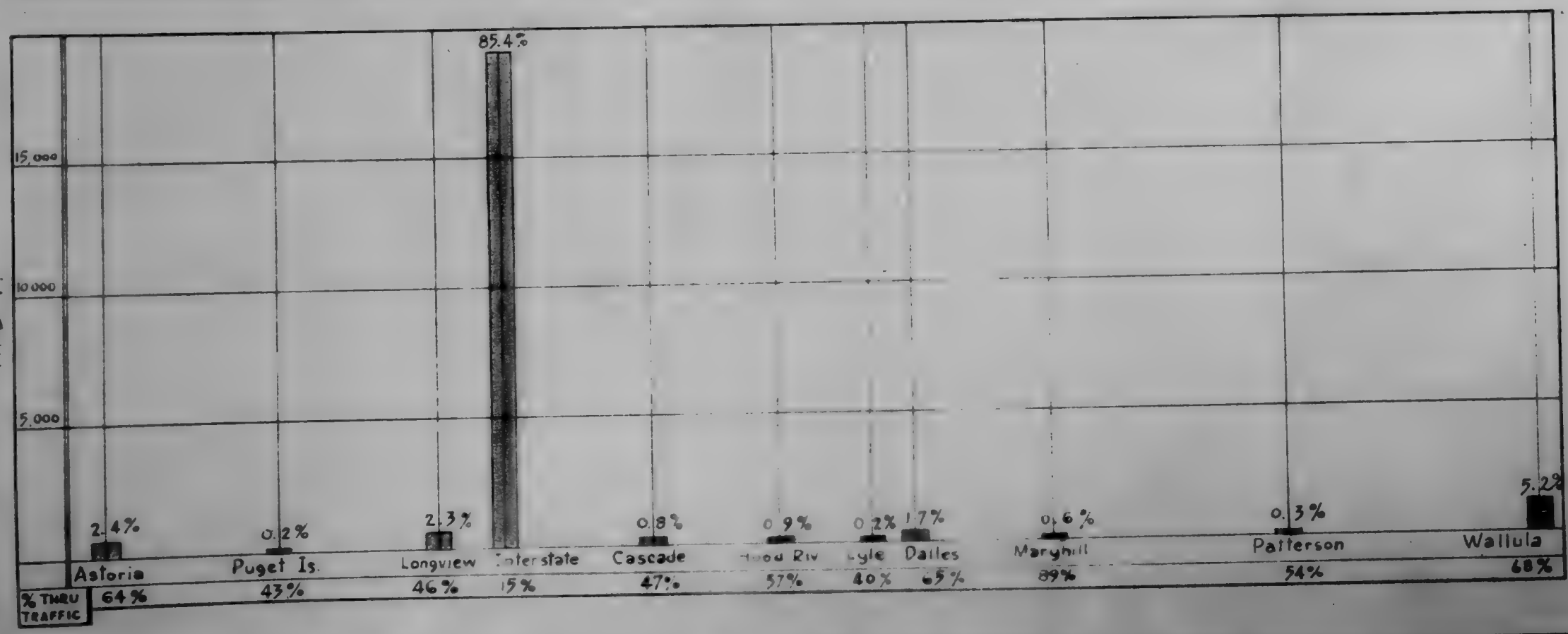
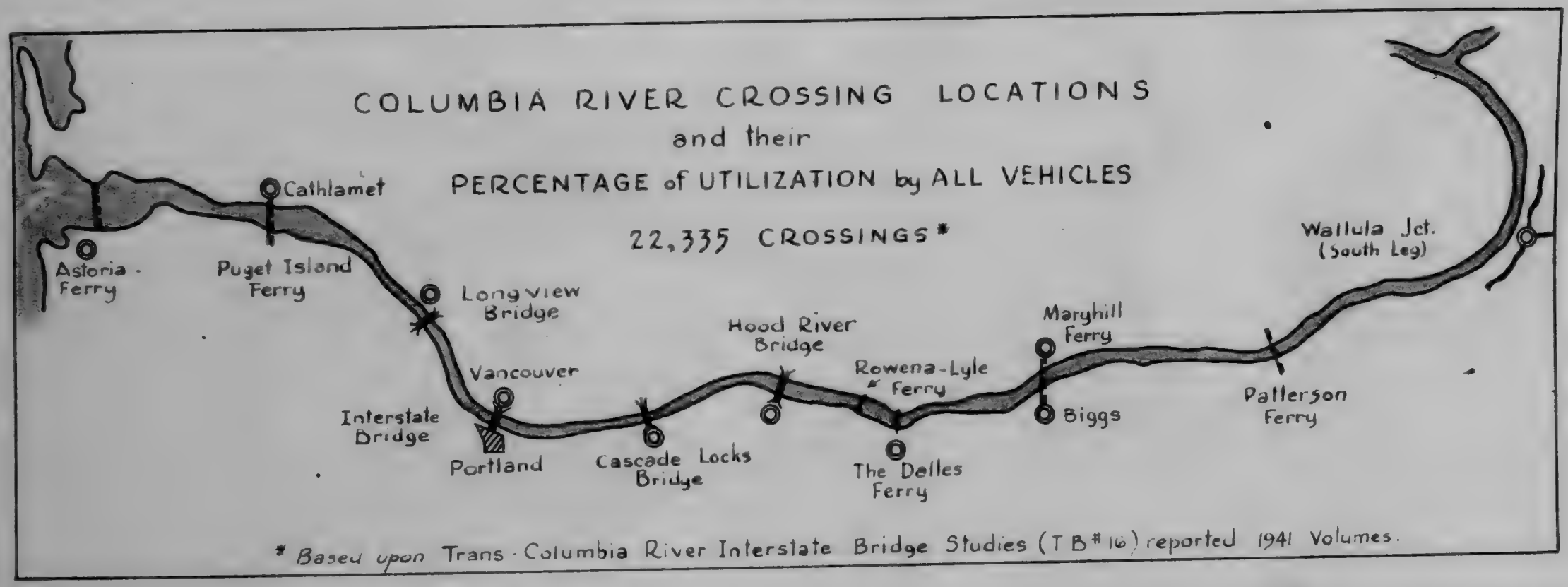

A.D.T.
15,000
10,000
5,000
85.4%
2.4%
0.2%
2.3%
0.8%
0.9%
0.2%
1.7%
0.6%
0.3%
5.2%
Astoria
Puget Is.
Longview
Interstate
Cascade
Hood Riv
Lyle
Dalles
Maryhill
Patterson
Wallula
% THRU TRAFFIC
64%
43%
46%
15%
47%
57%
40%
65%
89%
54%
68%

Figure 1



* *Based upon* Trans-Columbia River Interstate Bridge Studies (TB #16) reported 1941 Volumes.

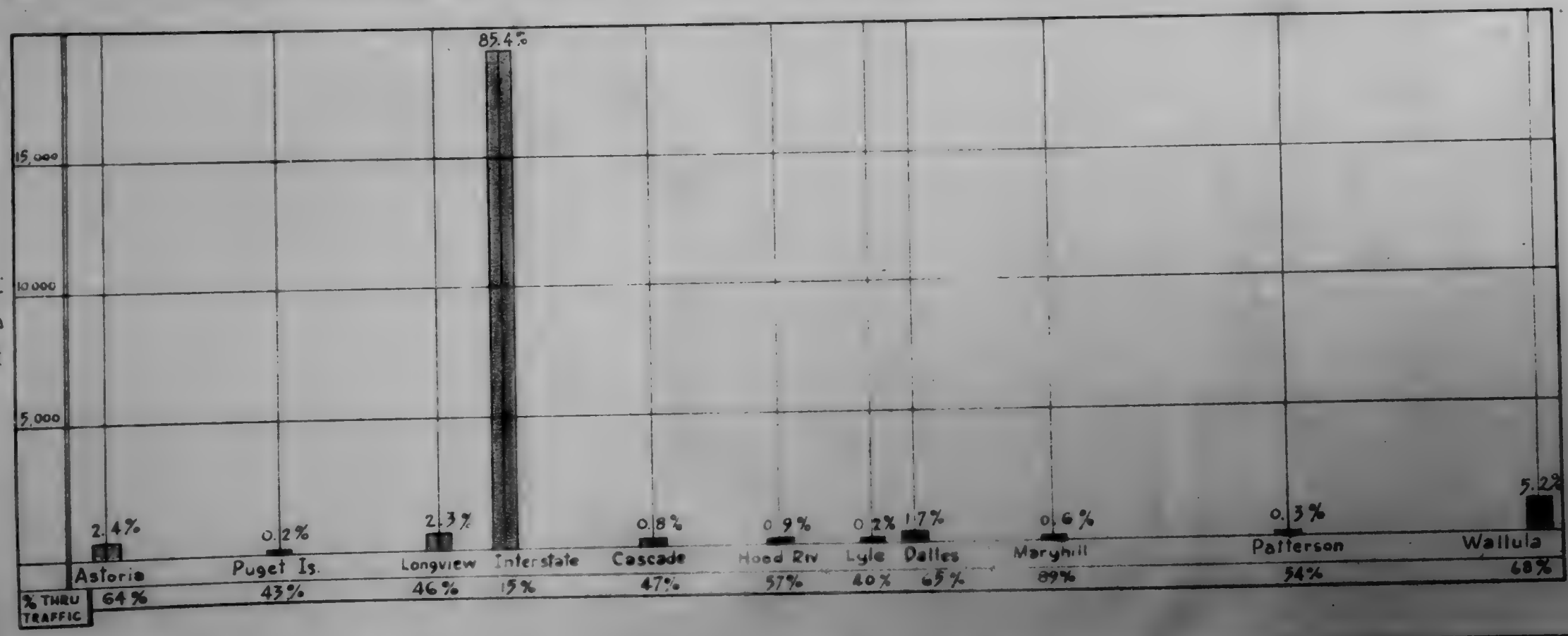


Figure 1

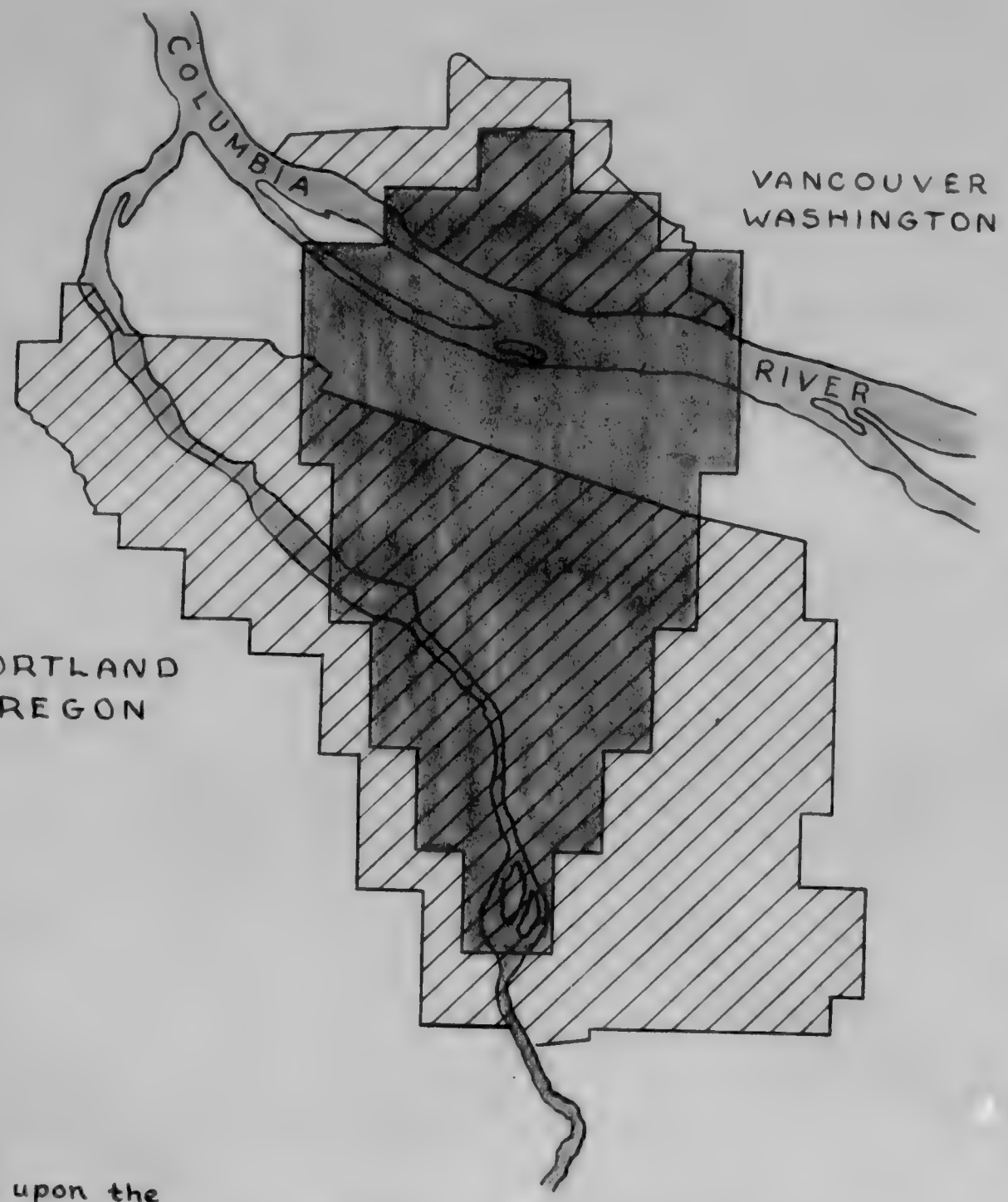
Figure 2 - Interstate Bridge Crossings, Travel Between Portland and Vancouver Only, is based upon the application of the 1946 Vancouver O-D findings to the 1941 Trans-Columbia River Interstate Bridge Studies traffic volumes.

The O-D reported that 51 per cent of the vehicle trips over the Interstate Bridge was travel between the cities of Portland and Vancouver. The 9,700 trips indicated in Figure 2 represents this inter-city travel based upon 1941 traffic volumes.

INTERSTATE BRIDGE CROSSINGS

TRAVEL BETWEEN PORTLAND and VANCOUVER ONLY

9700 TRIPS*



* Based upon the application of the 1946 Vancouver O-D Findings to the 1941 Trans-Columbia River Interstate Bridge Studies traffic volumes (T.B. #16), that 51% of the Vehicle Trips over the Interstate Bridge was travel between the Cities of Portland and Vancouver.

TRAFFIC VOLUME SCALE
1 inch = 4000 Vehicles

Figure 2

Figure 3 - Interstate Bridge Crossings, Travel Between Clark and Multnomah-Clackamas Counties, presents 6,500 trips or 34 per cent of the reported 1941 ADT travel across the Columbia River at this location.

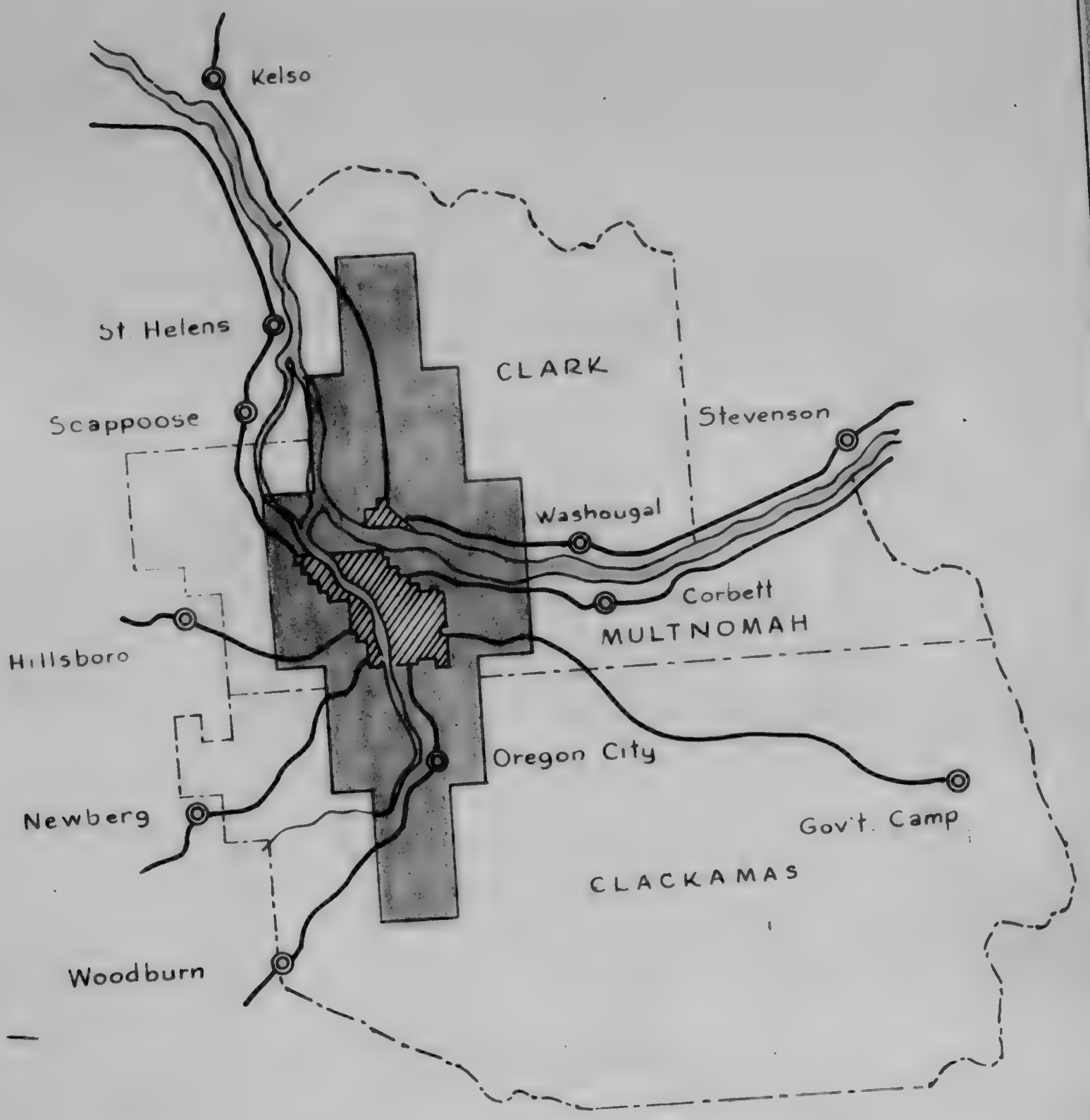
These 6,500 trips exclude travel between Vancouver and Portland, but when combined with the 51 per cent inter-city travel, form the 85 per cent local traffic reported by the Trans-Columbia River Interstate Bridge Studies report.

INTERSTATE BRIDGE CROSSINGS

TRAVEL BETWEEN CLARK and MULTNOMAH - CLACKAMAS COUNTIES

(PORTLAND - VANCOUVER TRAVEL EXCLUDED)

6,500 TRIPS *



* Based upon 1941 Traffic Volumes as reported by the Trans-Columbia River Interstate Bridge Studies, T.B. #16

TRAFFIC VOLUME SCALE
1 inch = 4000 Vehicles

Figure 3

Figure 4 - Columbia River Crossings, Desire Lines of Travel Between Oregon and Washington presents the remainder of the trips across the Columbia River not contained in Figures 2 and 3. However, only inter-zone travel of 50 or more trips are presented.

Contained in Figure 4 are portions of the 15 per cent of the Interstate Bridge traffic which were classified as Thru Trips by the 1941 study and the 14.6 per cent of crossings that use facilities other than the Interstate Bridge.

Figures 2, 3 and 4 have a common traffic volume scale for comparative purposes.

COLUMBIA RIVER CROSSINGS

DESIRE LINES of TRAVEL BETWEEN OREGON & WASHINGTON

(TRAVEL BETWEEN CLARK & MULTNOMAH - CLACKAMAS COUNTIES and BETWEEN PORTLAND & VANCOUVER EXCLUDED)

* Based upon 1941 Traffic Volumes as reported by the Trans - Columbia River Interstate Bridge Studies, T.B* 16.

TRAFFIC VOLUME SCALE

1 inch = 4000 Vehicles

Figure 4

Figure 5 - Station 26-P, 1948 Monthly Volume Variation is based upon the Oregon State Highway Department Traffic Density Tables containing information regarding the traffic volumes on the Vancouver leg of Station 26-P, at the junction of US 99, US 99E and US 99W, 1.1 miles South of the Washington State Line.

The traffic volumes nor their pattern of monthly variation, indicated in Figure 5 for Station 26-P, are not strictly applicable to the Interstate Bridge due to the influence of commercial and recreational facilities located along the highway between the station and the bridge. However, Station 26-P is the closest available source of information at the present.

Station 26-P reports a 1948 ADT of 30,900 on the Vancouver leg, and the Washington Highway Planning Survey reports an AAD of 28,600 on the Interstate Bridge. The latter is 92.5 per cent of the former for the year 1948.

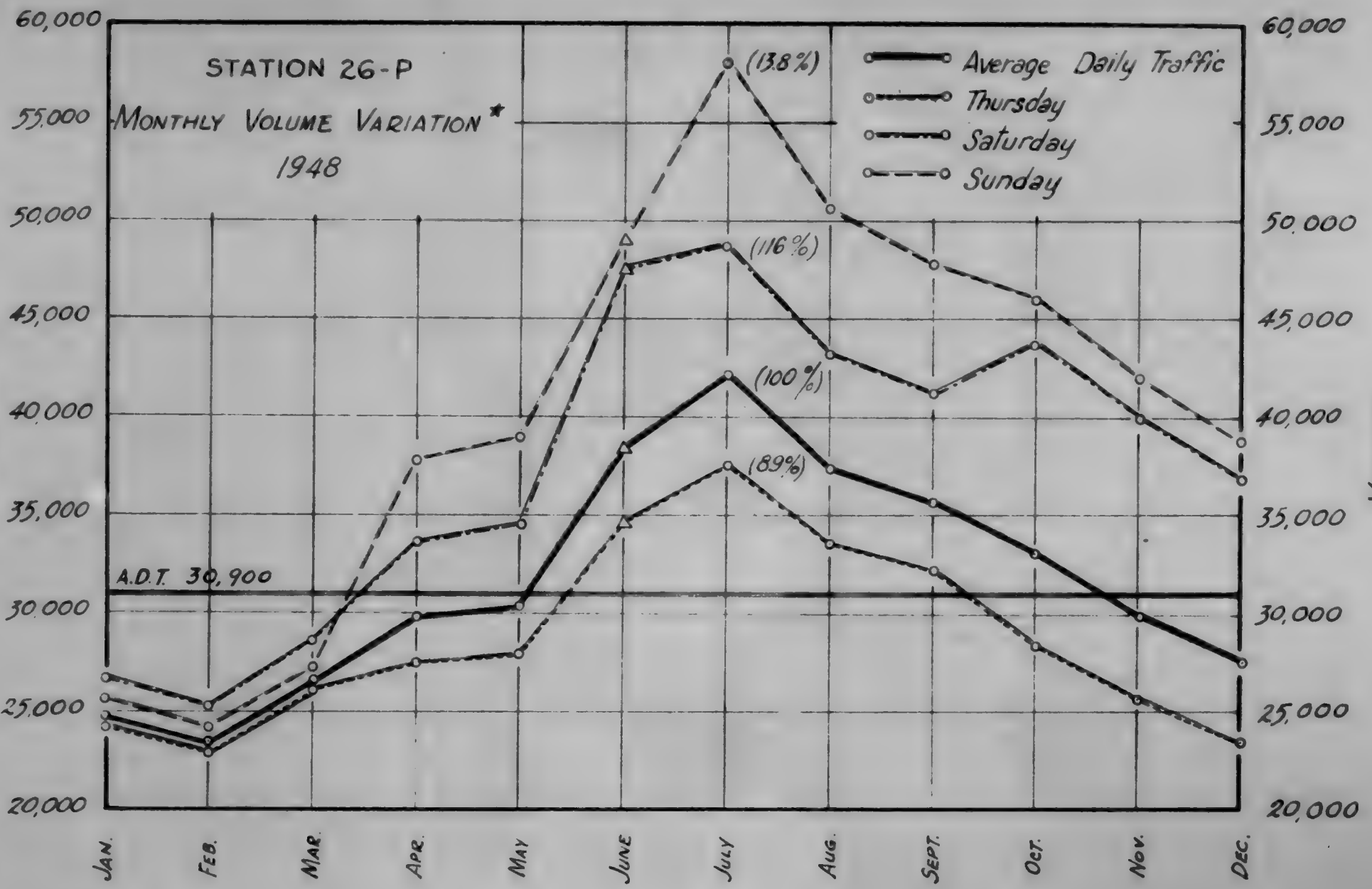


Figure 5

Note:
No counts were taken in June. Figures shown (Δ) are based on Counts at 82nd Ave. & Foster Road in Portland.

* As Per Ore. St. Hwy. Dept. Tech. Report #49-1, p. 129 - Sta. 26-P

Figure 6 - Interstate Bridge, Hourly Traffic Variation is based upon the 1946 Portland Metropolitan Area Traffic Survey.

The hourly pattern presented in Figure 6 is for total travel in both directions on the bridge. The Peak-Hour of traffic (4:00 to 5:00 p.m.) consisted of 8.6 per cent of the total 24-hour volume of 25,578 vehicles.

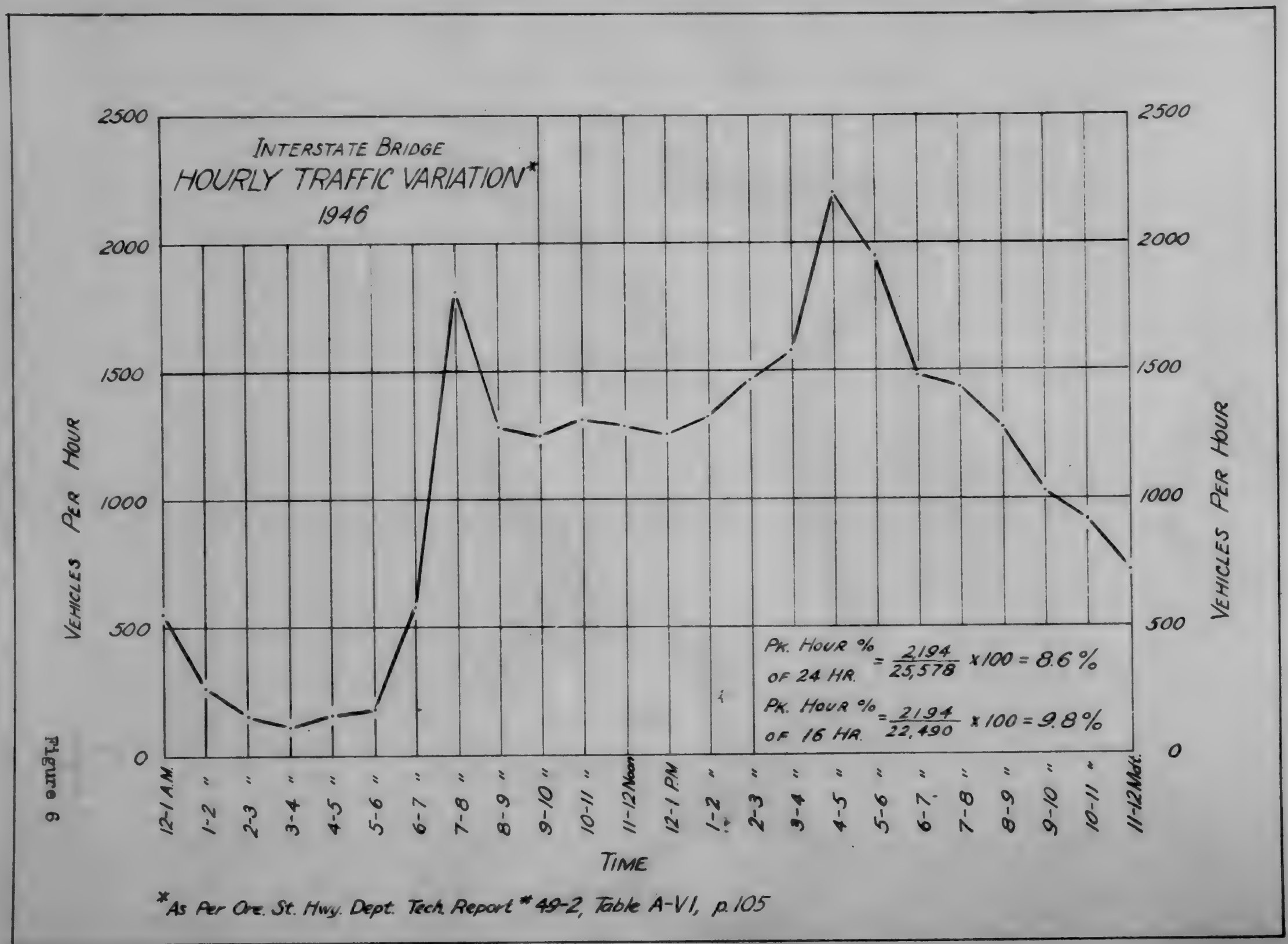


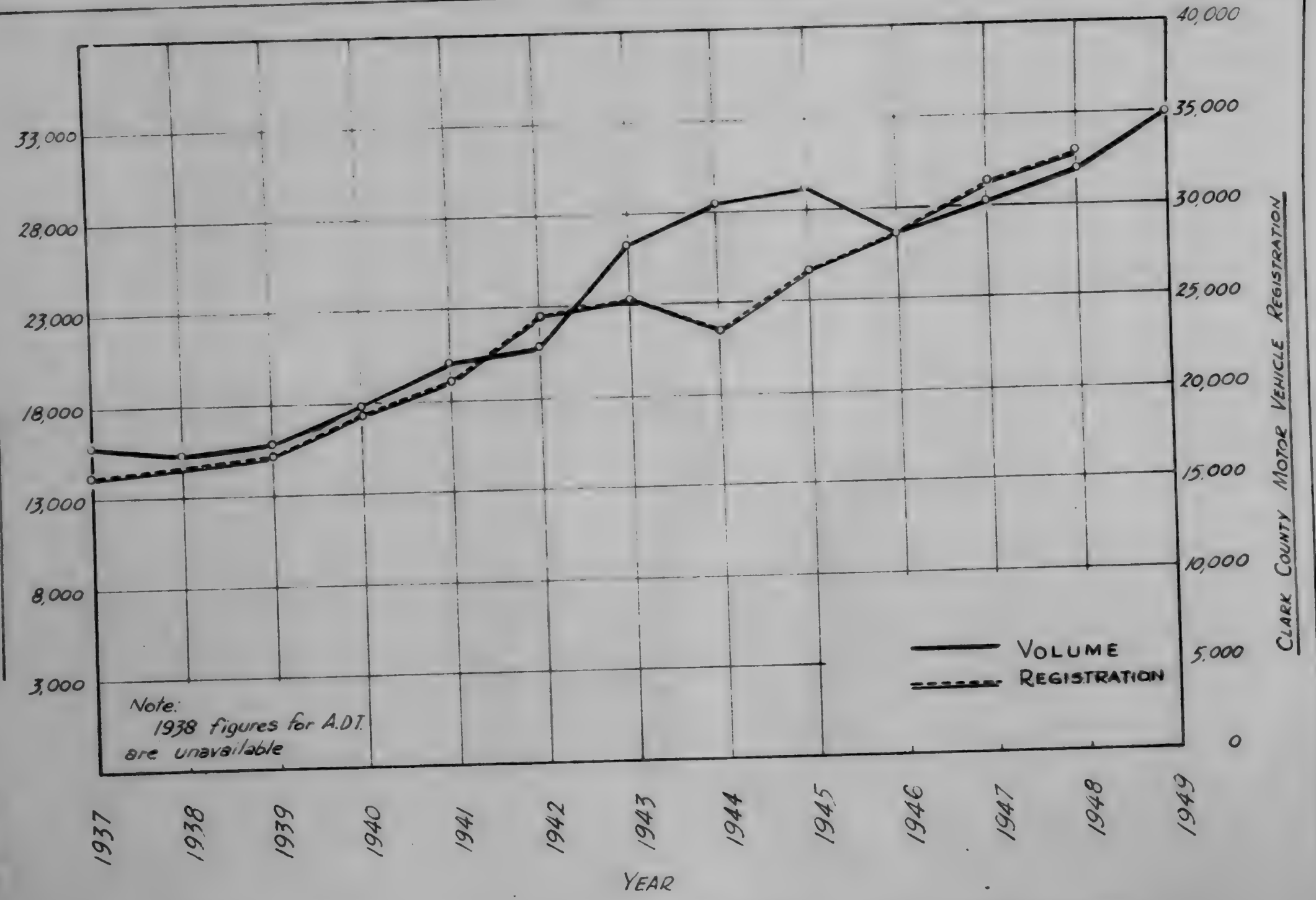
Figure 6

*As Per Ore. St. Hwy. Dept. Tech. Report # 49-2, Table A-VI, p. 105

Figure 7 - ADT Station 26-P vs Clark County Motor Vehicle Registrations

presents the comparison of the trends of these two indices of transportation development in the Portland - Vancouver areas.

Figure 7



A.D.T. Station 26-P VS. Clark County Motor Vehicle Registration

Figure 8 - Traffic Volume Trend on the Interstate Bridge is based upon the traffic volume increase during the past 12 years on the Vancouver leg of the Oregon Station 26-P.

The Green Curve in Figure 8 represents a projection of the present trend with an anticipated maturity of motor vehicle use by the year 2000. The Red Curve represents a projection based upon maturity at the year 1980.

Between the years of 1937 and 1948, traffic has been increasing at an average rate of 10.7 per cent per year. Based upon maturity at the year 2000, the anticipated average rate of increase from 1950 to 1980 is 2.3 per cent per year.

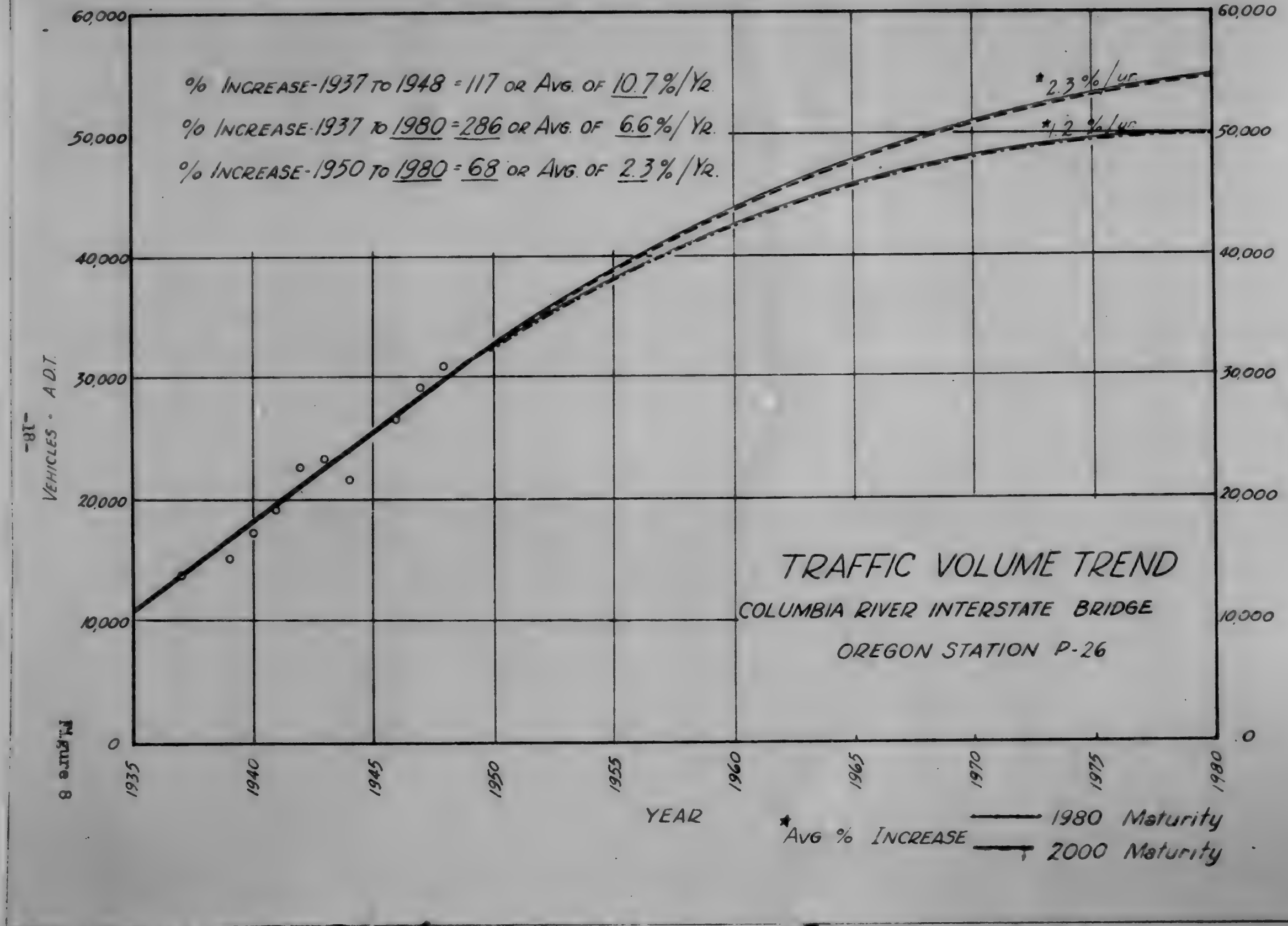

% INCREASE-1937 TO 1948 = 117 OR AVG. OF 10.7%/YR.
% INCREASE-1937 TO 1980 = 286 OR AVG. OF 6.6%/YR.
% INCREASE-1950 TO 1980 = 68 OR AVG. OF 2.3%/YR.
*2.3%/yr.
*1.2%/yr.
60,000
50,000
40,000
30,000
20,000
10,000
0
VEHICLES - A.D.T.
1935
1940
1945
1950
1955
1960
1965
1970
1975
1980
YEAR
TRAFFIC VOLUME TREND
COLUMBIA RIVER INTERSTATE BRIDGE
OREGON STATION P-26
*AVG % INCREASE
1980 Maturity
2000 Maturity

Figure 8

PRACTICAL CAPACITY of the INTERSTATE BRIDGE

NOTE:- The following capacity determination is based on Highway Research Board data as published in Vol. 25, No. 10, Public Roads, October 1949.

HYPOTHESIS:- (P.R. p. 229)

"The practical capacity for one direction of travel on a four-lane divided highway with a wide median, 10-foot shoulders, and 12-foot lanes is 1,500 passenger cars per lane per hour".

COMMERCIAL VEHICLE CORRECTION:-

1948 Oregon Traffic Density Tables report on average of 10.4% Commercial Vehicles on the Vancouver leg of Station 26-P

A traffic stream containing 10% commercial vehicles has 91% the capacity of a stream composed of 100% passenger cars (P.R. Table 9, p. 229)
(0.09)(1500) = - 135 vehicles/lane/hour

LANE WIDTH AND EDGE CLEARANCE CORRECTION:- (P.R. Table 8, p. 228)

38 foot roadway width = four 9½ foot lanes

Outside Lane = $\frac{(66 + 74)}{2}$ = 70% (0.30)(1500) = -450 vehicles/lane/hour

Inside Lane* = $\frac{(76 + 86)}{2}$ = 81% (0.19)(1500) = -285 vehicles/lane/hour

CAPACITY OF TWO 9.5 FOOT LANES FOR TRAVEL IN ONE DIRECTION:-

Outside Lane = 1500 - (135 + 450) = 915 vehicles/lane/hour

Inside Lane = 1500 - (135 + 285) = 1080 vehicles/lane/hour

Two-Lane, One-Direction Capacity= 1995 vehicles/two lanes/hour

DIRECTIONAL FLOW CORRECTION:-

55% of Peak-Hour flow is in Major Direction (Assumed - No Data Available)

Major Flow = 1995 vehicles/two lanes/hour
Minor Flow = $\frac{45}{55}$ (1995) = 1630 vehicles/two lanes/hour

Four-Lane, Two-Direction Capacity= 3625 vehicles/four lanes/hour

24-HOUR CAPACITY:-

Peak-Hour Volume = 8.6% of 24-Hour Volume (Ore.T.R.#49-2, Table A-VI, p. 105)

24-Hour Capacity = $\frac{(100)(3625)}{8.6}$ = 42,200 Vehicles per Day

NOTE:- This capacity is based upon 100% green time for Interstate Bridge traffic at the intersections at grade immediately adjacent to the Bridge approaches.

* "For undivided four-lane highways, the lateral clearance on the left side of the lanes for travel in the one direction may be assumed to be equivalent to the distance from the left edge of these lanes to a vehicle centered in the adjacent lane used by traffic travelling in the opposite direction. (P.R. p. 229)

** Per cent [illegible]

Table I

PROJECTED
AAD AND HIGHEST HOUR TRAFFIC VOLUMES
for the
INTERSTATE BRIDGE

	1948	1950	1955	1960	1965	1970	1975	1980
AAD Traffic Volume	28,600*	31,100	37,000	41,700	45,500	48,400	50,600	52,100
Per Cent Volume Increase** (Over 1948)	100.0%	108.7%	129.3%	145.7%	159.3%	169.3%	177.0%	182.3%
Maximum Highest Hour (24.3% AAD Vol.)	6,950	7,550	9,000	10,125	11,050	11,750	12,300	12,650
10th Highest Hour (18.1% AAD Vol.)	5,175	5,625	6,700	7,550	8,250	8,750	9,150	9,425
20th Highest Hour (16.2% AAD Vol.)	4,625	5,050	6,000	6,750	7,350	7,850	8,200	8,450
30th Highest Hour (15.2% AAD Vol.)	4,350	4,725	5,625	6,350	6,900	7,350	7,700	7,925
50th Highest Hour (14.0% AAD Vol.)	4,000	4,350	5,175	5,850	6,375	6,775	7,075	7,300

NOTE:- The various Highest Hour data was derived by averaging similar information for four (4) Oregon and five (5) Washington Rural Stations, as reported by Vol. 25, No. 11, Public Roads, Dec. 1940, p. 271.

* 1948 AAD Traffic Volume reported by Highway Planning Survey, State of Washington, Department of Highways.

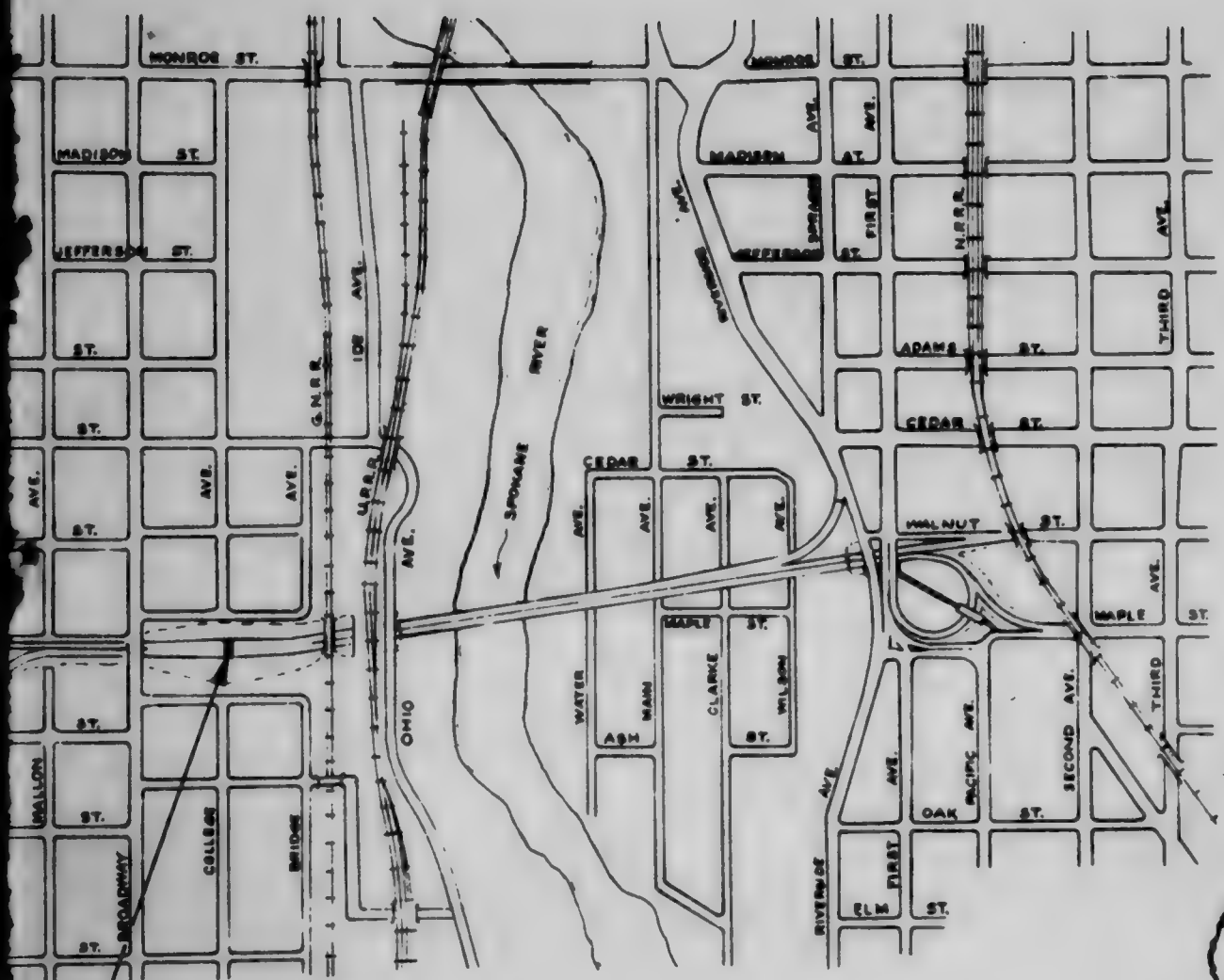
** Per cent Volume Increase is based upon Year 2000 Maturity Curve presented on the TRAFFIC VOLUME TREND graph.

Washington Toll Bridge Authority
Material Used for Design of Toll Facilities
Panoramic Photograph

PLE STREET BRIDGE

SPOKANE, WASHINGTON

COLLECTION FACILITIES



APPROVED: April 22, 1957

W. D. Ruegg

DIRECTOR OF HIGHWAYS

WILLIAM A. BOOLE — STATE OF WASHINGTON — CONSULTING — PORTLAND, OREGON — CIVIL ENGINEER

RALPH A. TUDOR — STATE OF WASHINGTON — CIVIL ENGINEER

SCALE	None
DRAWN	M.R.
CHECKED	O.I.C.
DATE	4-12-57
REVISED	

MAPLE STREET BRIDGE
Spokane, Washington
TOLL COLLECTION FACILITIES
TITLE & INDEX

THIS PRINT HAS BEEN REDUCED
DO NOT SCALE

TUDOR ENGINEERING COMPANY
74 NEW MONTGOMERY STREET
SAN FRANCISCO CALIF

DRAWING NUMBER 1 of 4

INDEX

DRAWING NUMBER	TITLE
1	TITLE & INDEX
2	TOLL PLAZA PLAN
3	TOLL PLAZA, ELEVATION & SECTIONS
4	TOLL BOOTH, PLAN & ELEVATIONS

MAPLE

SPOK

TOLL CO

Approx. toe of slope

Approx. top of cut

NOTES:

Concrete toll plaza and islands, canopy, Administration Building, barrier gates, sidewalks and curbs by others.

Future toll collection facilities are shown in dotted lines.

The toll booth on island C will be replaced by fully automatic toll collection equipment for ultimate arrangement in the future.

THIN PRINT MAY NEED RESOLUTION
DO NOT SCALE

SCALE	1"=10'-0
DESIGNED	O.I.C.
DRAWN / CHECKED	G.A.R.
DATE	4-12-57
REVISIONS	

MAPLE STREET BRIDGE

Spokane, Washington

TOLL COLLECTION FACILITIES

TOLL PLAZA PLAN

TUDOR ENGINEERING COMPANY
74 NEW MONTGOMERY STREET
SAN FRANCISCO, CALIF.

DRAWING NUMBER 2 of 4

Begin conc. slab 27+30

Approx toe of slope

℄ Sta. 27+80

Toll booth canopy

End conc. slab 28+30

6" curb

Edge of conc. slab

Edge of conc. slab

Lane 1

13'-0

7'-0 Typ.

Lane 2

15'-6

Fully-automatic toll collection equip

N

Treadle blockout

Lane 3

16'-6

Toll booth

S 0°-43'-00"E

105'-6

Traffic signal

A

B

See Dwg. No. 3

Lane 4

16'-6

Treadle

Lane 5

15'-6

Center treadles in lanes

Lane 6

15'-6

30'-0 Typical

Begin Type 'F' Curb Sta. 26+30

Edge of conc. slab

Asphalt pavement by others. Edge of future conc. slab

13'-0

Future Lane 7

Future island

16'-6

6" curb

Office

Vault

Locker

Men

Women

Hall

Recorder Room 10'x18'±6"

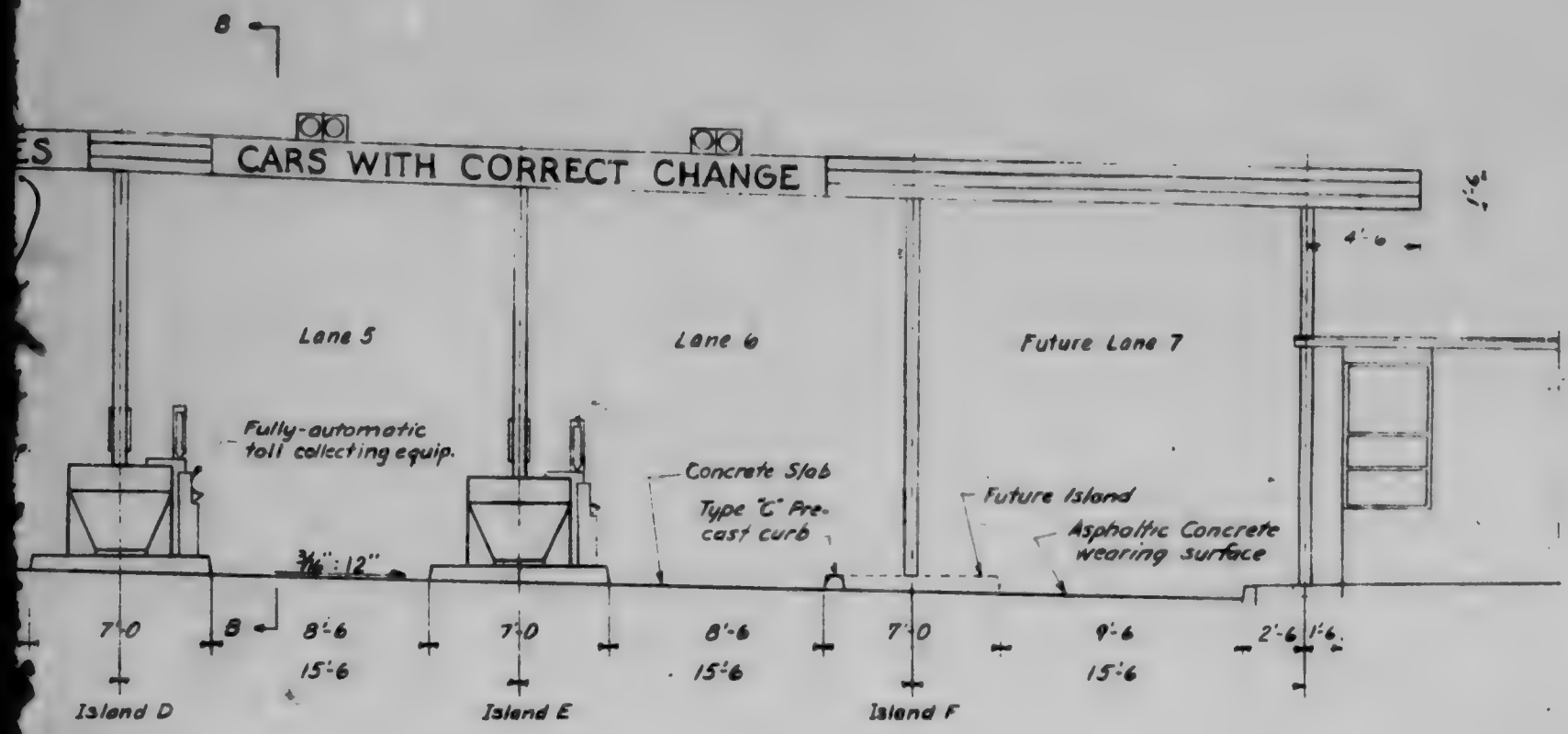
5'-0

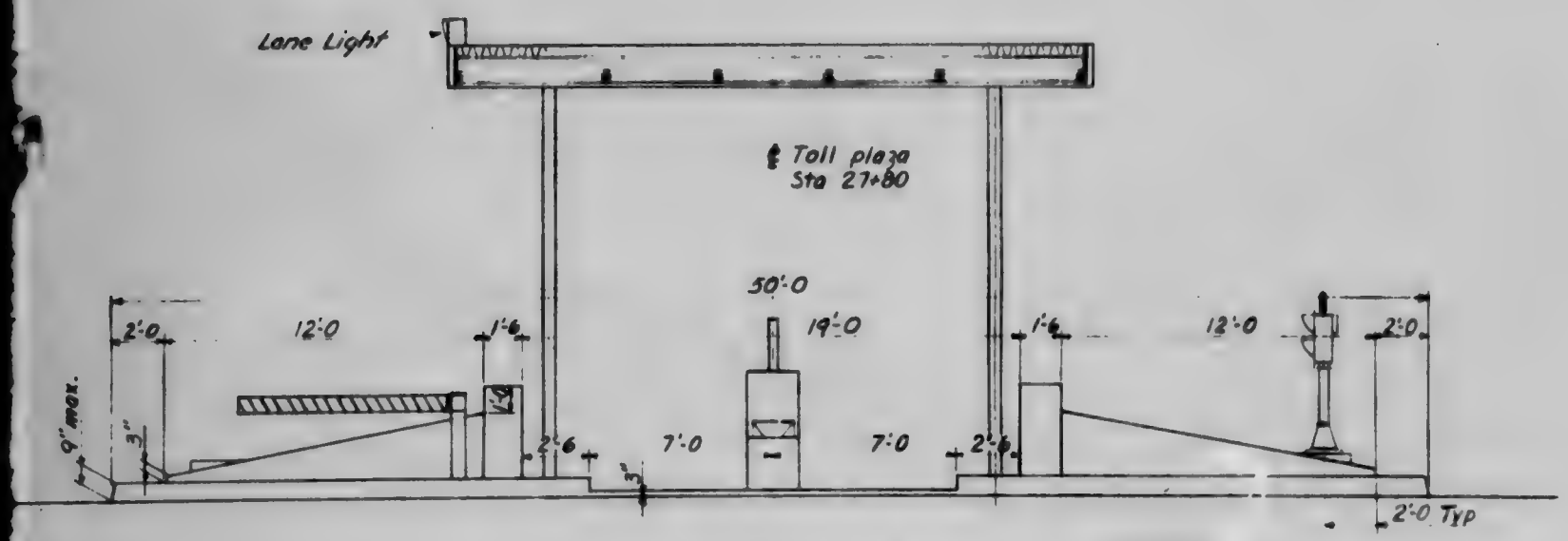
Mech. Equip. Room

Tool

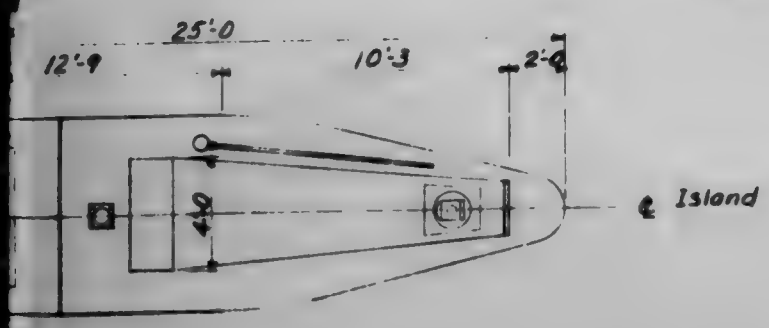
Approx. toe of slope

Sta. 28+30





SECTION B-B



NOTES:
Concrete toll plaza and islands, canopy, Administration Building, barrier gates, sidewalks and curbs by others.

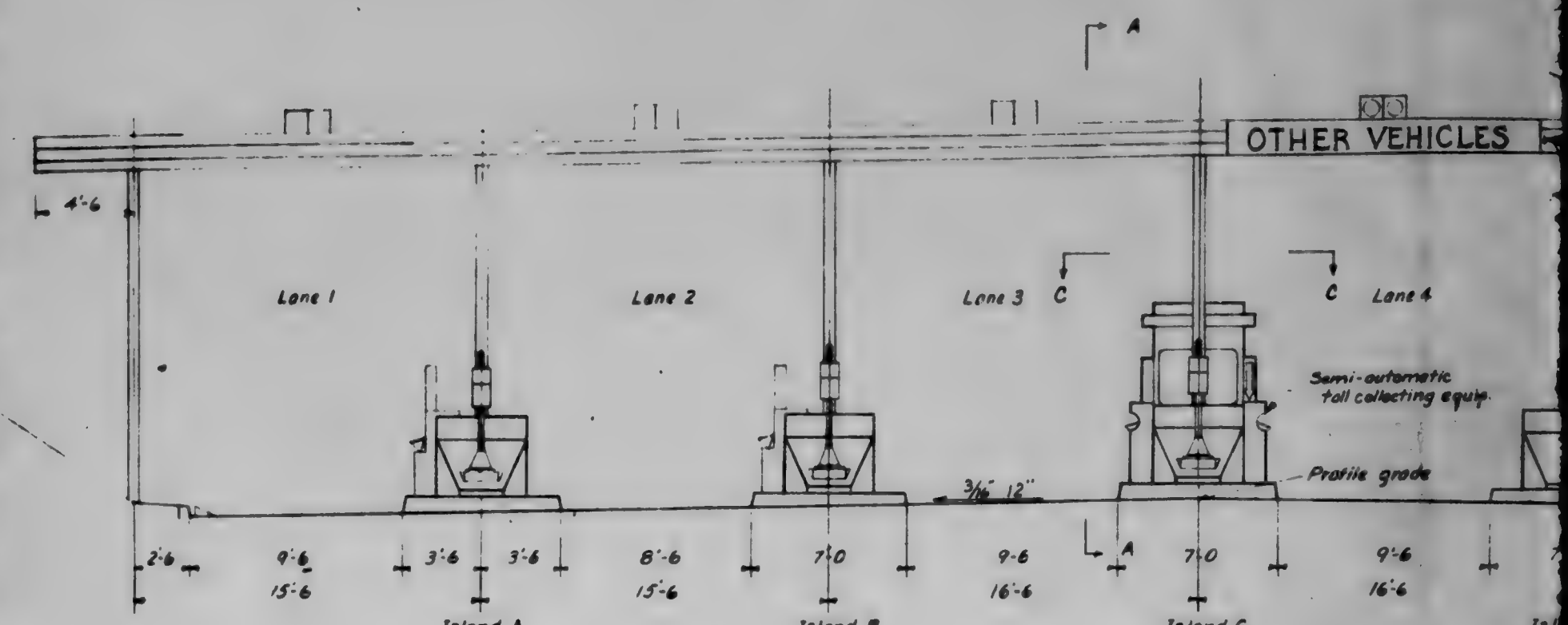
THIS PRINT HAS BEEN REDUCED
DO NOT SCALE

SCALE	1" = 4'-0
DRAWN	Q.I.C.
CHECKED	[illegible]
DATE	4-12-57
REVISED	

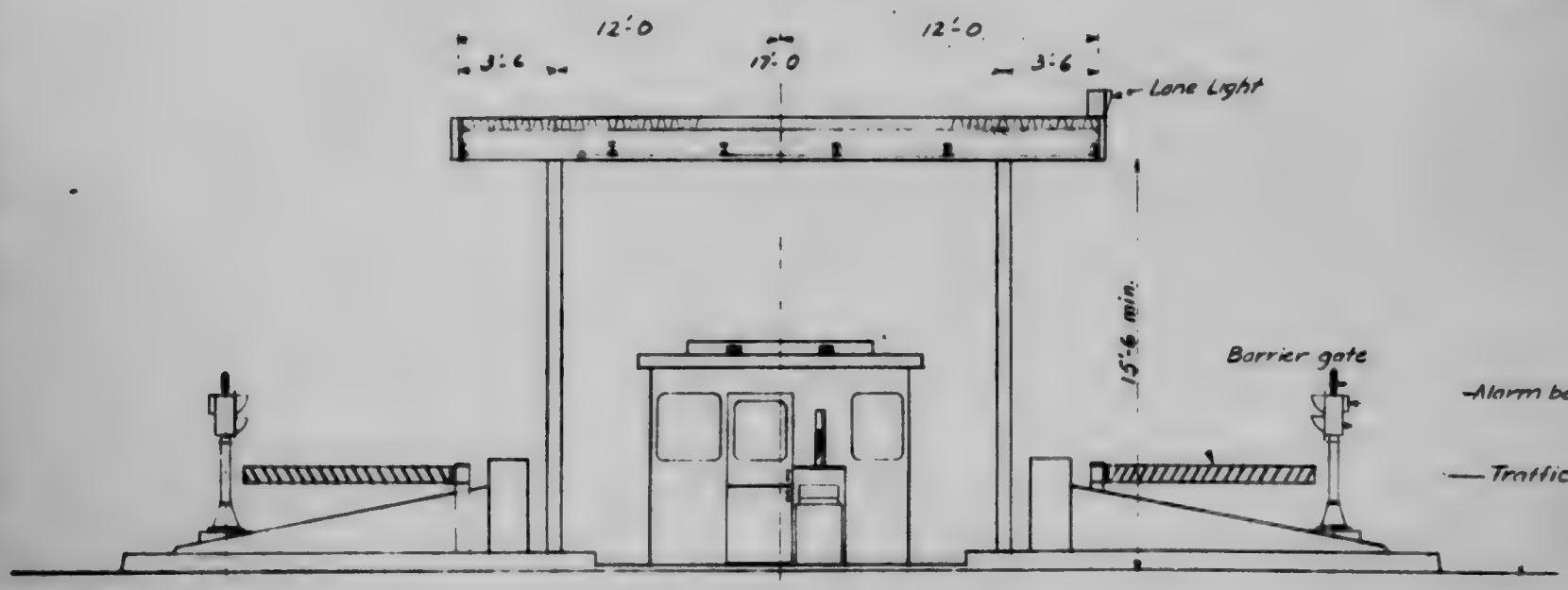
MAPLE STREET BRIDGE
Spokane, Washington
TOLL COLLECTION FACILITIES
TOLL PLAZA
ELEVATION & SECTIONS

TUDOR ENGINEERING COMPANY
74 NEW MONTGOMERY STREET
SAN FRANCISCO, CALIF.

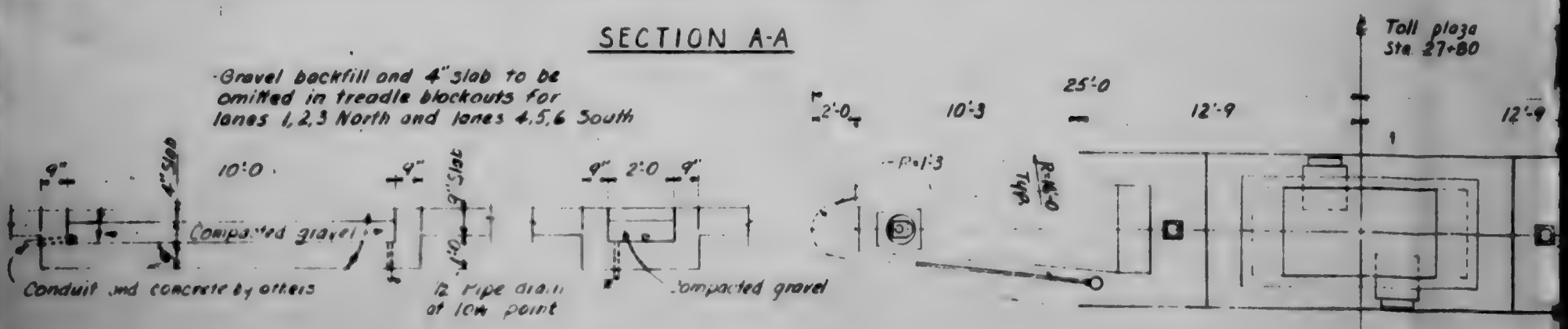
DRAWING NUMBER 3 of 4



NORTH ELEVATION



SECTION A-A



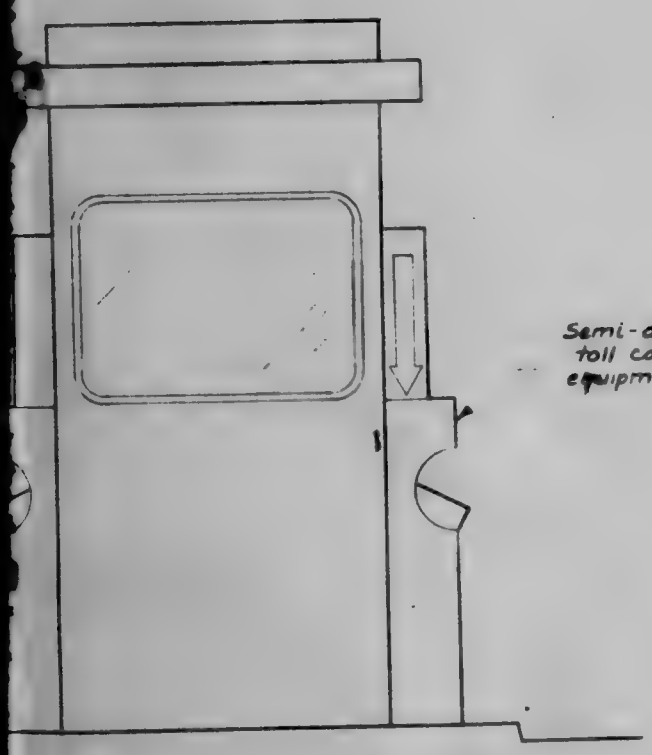
SECTION A-A 2

SECTION B-B 2

SECTION C-C

TREADLE BLOCKOUTS - TYP.

Scale: 3/8"=1'-0



Semi-automatic toll collecting equipment

NORTH & SOUTH ELEVATION

NOTE:

This drawing is intended as schematic only. Exact dimensions, details, etc are to be determined by the Contractor in accordance with the specifications and subject to the approval of the Engineer.

THIS PRINT HAS BEEN REDUCED
DO NOT SCALE

SCALE	3/4" = 1'-0
DRAWN	J.T.B.
CHECKED	O.I.C.
DATE	4-12-57
REVISED	

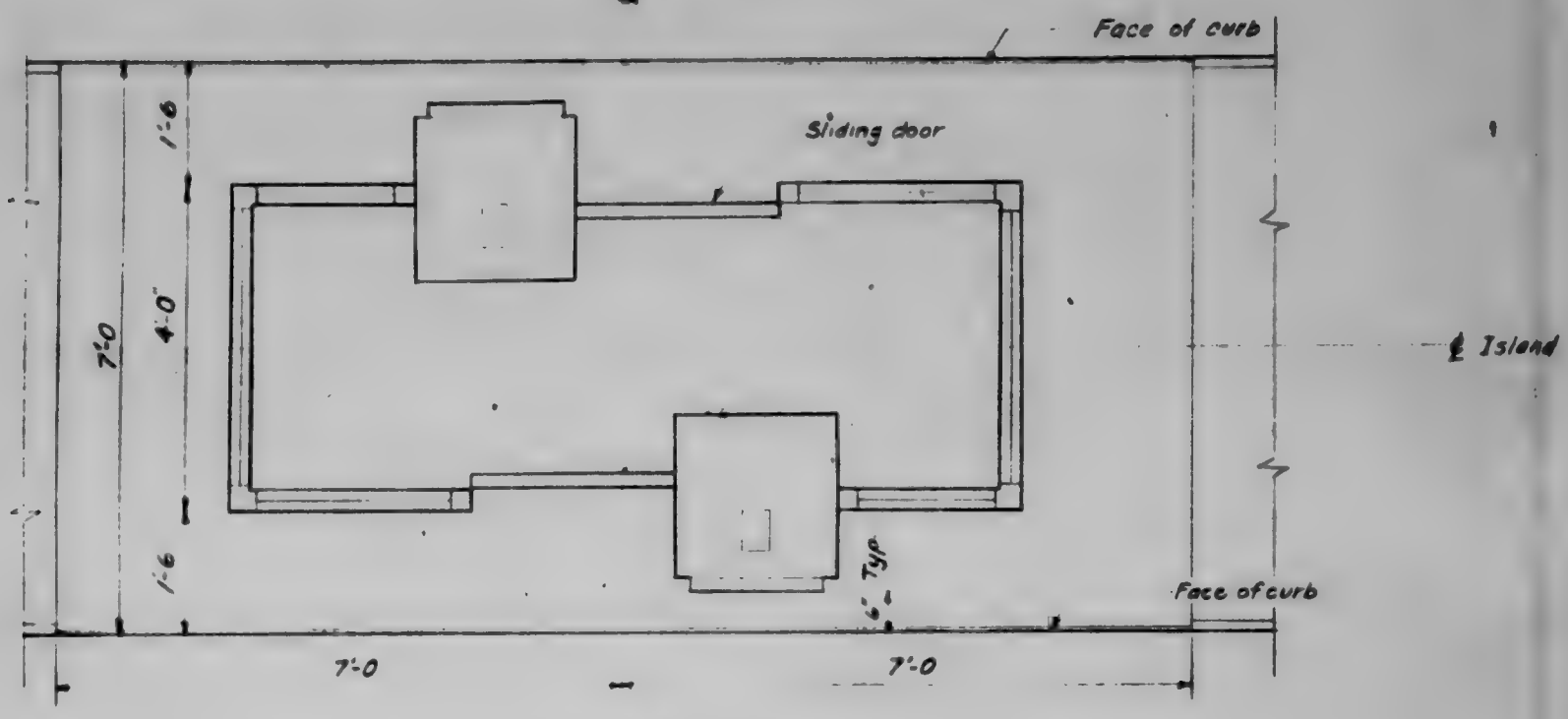
MAPLE STREET BRIDGE

Spokane, Washington

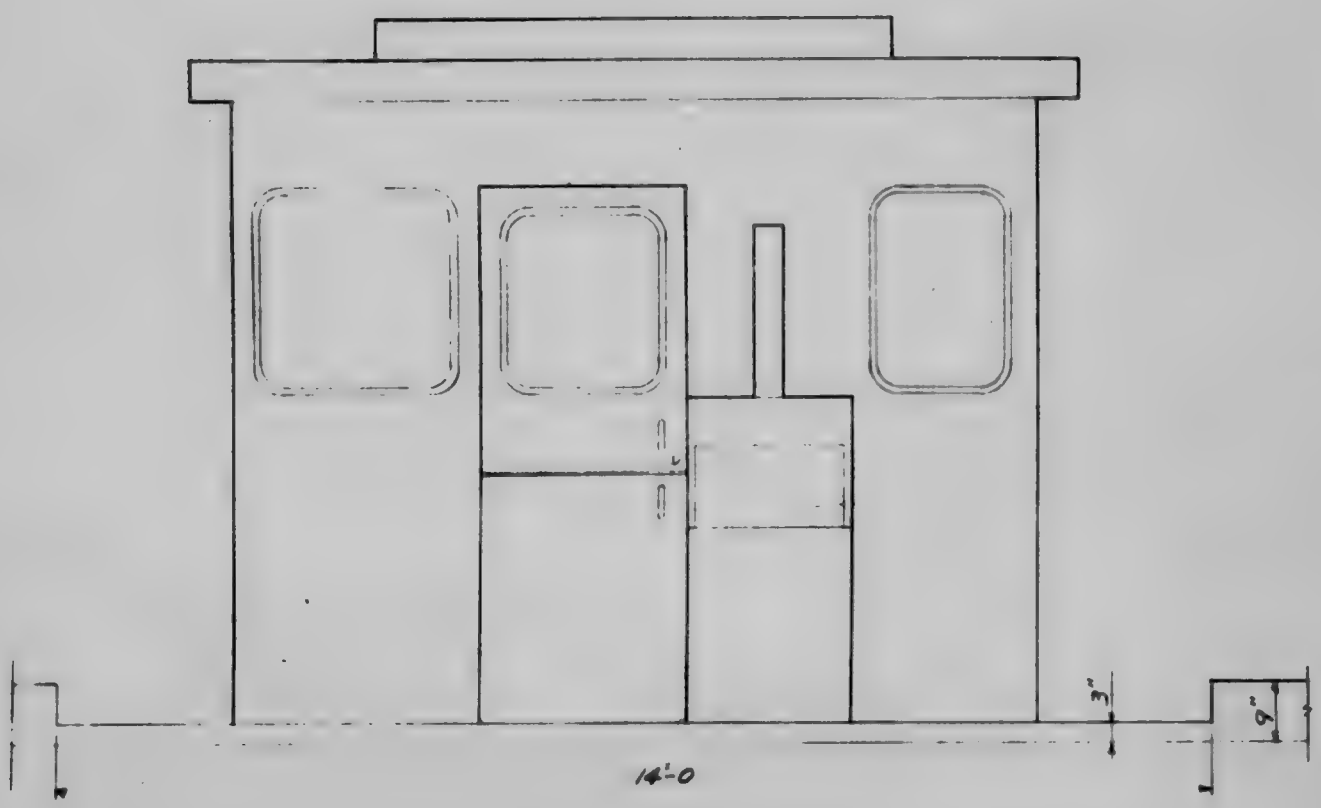
TOLL COLLECTION FACILITIES
TOLL BOOTH
PLAN & ELEVATIONS

TUDOR ENGINEERING COMPANY
74 NEW MONTGOMERY STREET
SAN FRANCISCO, CALIF.

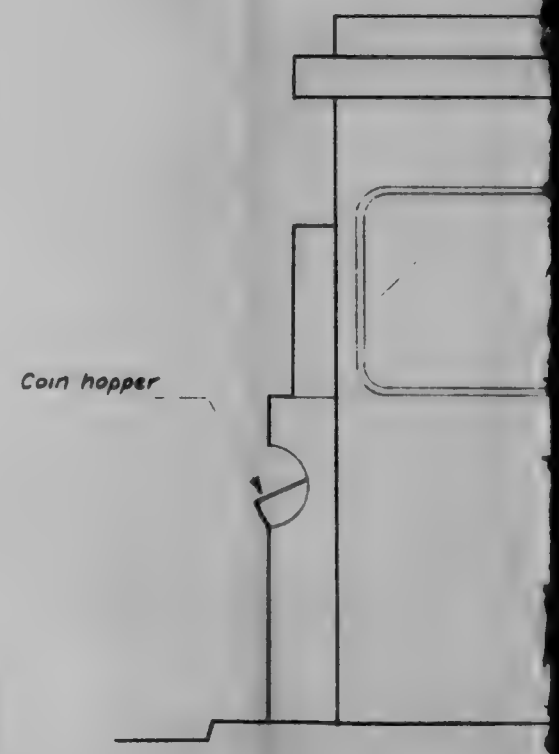
DRAWING NUMBER
4
OF 4



FLOOR PLAN



EAST & WEST ELEVATION



NORTH & SOUTH

NOTICE TO CONTRACTORS
Office of the Director of Highways
Olympia, Washington

April 30, 1957

Sealed bids will be received by the Director of Highways of the State of Washington at the Transportation Building, Olympia, Washington, until 10:00 A.M. Tuesday, May 21, 1957 for furnishing and installing toll collection facilities at the Maple Street Bridge across the Spokane River in the City of Spokane, Spokane County, Washington, and will then and there be opened and publicly read. Bids received after the time fixed for opening will not be considered.

The principal items of equipment to be provided and maintained for this improvement are as follows:

Toll booth	1 only
Fully-automatic collecting unit and accessories	4 only
Semi-automatic collecting unit and accessories	2 only
Remote register (fully automatic lanes)	4 only
Remote register (semi-automatic lanes)	2 only
Time system	1 only

The work on this improvement will be awarded on either one of the two following alternates:

Alternate A provides for the rental of the toll collection facilities to the State of Washington on a monthly basis for five year contract periods. Alternate A also provides for maintenance services for the same contract periods.

Alternate B provides for the sale of the completed toll collection facilities to the State of Washington and for maintenance services by the Contractor for five year contract periods.

A bidder may submit a bid or bids, on the proposal form included herewith, for the performance of either one or both of the alternate proposals.

The award of the contract, if made, will be to the lowest and best bidder whose proposal complies with all the prescribed requirements of the plans and specifications. The award may be on either Alternate A or Alternate B, whichever is deemed most advantageous to the Director of Highways.

All bid proposals shall be accompanied by a bid proposal deposit in cash, certified check, cashier's check or surety bond. Deposits for Alternate A shall be not less than three times the total monthly rental and maintenance rates bid in the proposal. Deposits for Alternate B shall be not less than 5% of the total amount bid shown on the proposal for the sale of toll collection equipment plus a sum equal to three times the monthly maintenance rate bid on the proposal.

If a bidder bids on both alternates, only one deposit is required, in the larger of the amounts produced by the above computations.

Maple St. Bridge
Toll Collection Facilities
State Project - 1957

Prequalification of bidders is required. Maps, plans and specifications may be obtained from this office upon written request therefor and payment to the Director of Highways by cash, certified check, cashier's check or money order in the sum of two dollars ($2.00) for each copy of such maps, plans and specifications as a rental for the use of them. In addition, bidders shall submit with their proposals and as a part thereof a statement of experience concerning the manufacture and operation of the equipment proposed to be furnished. This statement shall be in accordance with section Experience Requirements of the special provisions.

Informational copies of maps, plans and specifications are on file in the office of the City Engineer in the City of Spokane, the Chapter Offices of the Associated General Contractors of America in Seattle, Spokane, Tacoma, and Portland, Oregon, the offices of the District Engineers of the Department of Highways and Tudor Engineering Company, 74 New Montgomery Street, San Francisco, California, where they may be inspected.

E. C. HUNTLEY, Chairman
W. A. BUGGE, Director of Highways

SPECIAL PROVISIONS

ALTERNATES A & B

The following special provisions are to be used in conjunction with the standard specifications of the Department of Highways, adopted in April, 1948 and with certain changes, revisions and supplemental specifications which are contained in amendment no. 2 as adopted in December, 1953. Said standard specifications, amendment no. 2., and the special provisions herein are hereby made a part of this contract.

The special provisions hereinafter contained shall supersede any conflicting provisions of the standard specifications and amendment no. 2.

DATE OF OPENING BIDS
Sealed bids will be received at the office of the Director of Highways, Olympia, Washington until 10:00 A.M., Tuesday, May 21, 1957, and then publicly opened and read.

TIME FOR COMPLETION
The contract work as outlined in this specification shall be completed in accordance with the provisions of section 8 of the standard specifications, as herein amended, within 200 working days after the execution date of the contract.

The entire text appearing under section 8.02 of the standard specifications, except section 8.02A, shall be deleted and the following substituted in lieu thereof:

> A working day is defined as any day not otherwise defined herein as a non-working day. A non-working day is defined as a Saturday, a Sunday, a recognized holiday, a day on which the Contractor is specifically required by the special provisions to suspend construction operations, a day on which a suspension order is in effect, or a day on which work is not performed for reasons set forth in section 8.03 of the standard specifications. Recognized holidays shall be as follows: January 1, February 22, May 30, July 4, Labor Day, Presidential election day, November 11, Thanksgiving Day, and December 25. When any of the above days fall on a Sunday, the following Monday shall be counted as a holiday.
>
> A suspension order for a portion of the work will affect a working day in the same percentage as set forth on the suspension order for the percentage of work suspended.
>
> The Engineer will furnish the Contractor a weekly statement showing the number of working days charged to the contract for the preceding week, the number of working days specified for completion of the contract, the number of working days remaining to complete the contract, and the revised date for completion. The Contractor will be allowed ten (10) days from the date of this report in which to file a written protest of any alleged discrepancies in said weekly statement, otherwise the statement shall be deemed to have been accepted by the Contractor as correct. If all work is

satisfactorily completed on or prior to the revised date for completion as shown on the last weekly statement, a request, by the Contractor, for an extension of time will not be required.

The Director of Highways shall have the right at his discretion to extend the time for completion of the contract. Any extension of time requested by the Contractor for the consideration of the Director of Highways shall be submitted in writing and shall be accompanied by the written consent to such extension by the surety on the bond of the Contractor.

WAGE RATES

In compliance with the provisions of section 7.02B of the standard specifications, a list of hourly minimum wage rates is incorporated in and made a part of these specifications.

The Contractor is not entitled to assume that labor can be procured for the minimum wage set forth. It is the entire responsibility of the Contractor to ascertain for himself the actual wages he must pay to secure labor. The rates set forth are minimum only, below which he cannot pay, but do not in any manner constitute a representation that labor can be procured for said minimum.

EXECUTION OF CONTRACTS

The first sentence of section 3.05 of the standard specifications shall be amended to read:

The individual, firm, or corporation to whom or to which the contracts have been awarded, shall sign the necessary agreements, entering into the contracts with the State, and furnish bonds upon the forms prepared by the Director of Highways, and return them to the Director of Highways, at Olympia, Washington, within twenty (20) days from date of the award, exclusive of the day of the award.

FAILURE TO EXECUTE CONTRACTS

The first sentence of section 3.07 of the standard specifications shall be amended to read:

Upon failure to enter into the contracts and furnish the necessary bonds within twenty (20) days from the date of award, exclusive of the day of award, the proposal guaranty which accompanied the bid shall be forfeited to the State and be deposited by the State Treasurer to the credit of the Spokane River Bridge Construction Fund.

FUNDS
Rental payments under Alternate A and maintenance payments under both Alternate A and B will be paid for from toll revenue after the bridge is opened. Payments for purchased equipment under Alternate B will be paid for from bond sale proceeds.

DESCRIPTION OF WORK
The work proposed under this contract contemplates the improvement of Maple Street Bridge across the Spokane River in the City of Spokane, in Spokane County, Washington by furnishing, installing and maintaining toll collection facilities in accordance with the attached plans and these special provisions and the standard specifications.

BIDDING PROPOSAL
A bidder may submit a bid on the proposal form included herewith for the performance of either Alternate A or Alternate B or for both Alternates A and B.

Alternate A provides for the rental of the toll collection facilities to the State of Washington on a monthly basis for five year contract periods. Alternate A also provides for maintenance services for the same contract periods.

Alternate B provides for the sale of the completed toll collection facilities to the State of Washington and for maintenance services by the Contractor for five year contract periods.

The award of the contract, if made, will be to the lowest and best bidder whose proposal complies with all prescribed requirements of the plans and specifications. The award may be on either Alternate A or Alternate B, whichever is deemed most advantageous to the Director of Highways.

OTHER CONTRACTS
It is anticipated that the following work will be in progress under other contracts during the life of this contract:

The construction of the bridge substructure; the erection of the bridge superstructure on the piers and abutments constructed under the substructure contract, electrical work for lighting the bridge and approaches; grading and paving the north bridge approach; grading and paving the south bridge approach, and construction of the toll plaza. The Contractor on this project shall cooperate in all matters with the Contractors on the other contracts to the fullest extent possible, and shall so conduct his operation that they will best coordinate with the other Contractors' operations. In case of dispute between the Contractors, the decision of the Engineer shall be accepted as final. Any unavoidable delays to the Contractor resulting therefrom shall be adjusted in accordance with section 8.03 of the standard specifications.

FAILURE TO COMPLETE ON TIME

As soon as the bridge is completed to a stage that it can be used by traffic, the State will open the bridge to traffic and commence collecting tolls. In addition to the loss of revenue from tolls, any delay in full completion of the work will cause the State added expense for engineering and related costs. Time shall therefore be the essence of the contract on the part of the Contractor, and it is mutually agreed by and between the parties to complete any portion of the work within the time specified, subject to the modifications of sections 8.02 and 8.03 of the standard specifications, the Contractor and his sureties shall be liable to the State for liquidated damages in the amount of $700.00 for each calendar day of delay after the time limit has expired. The amount of these liquidated damages shall be deducted from any money due the Contractor and such deductions shall not in any degree release the Contractor from further obligations and penalties in respect to the fulfillment of the entire contract, nor any right which the State may have to clain, sue for, and recover compensation and damages for non-performance of the contract.

FORCE ACCOUNT-RENTAL RATES

Payment to the Contractor for force account work shall be made in accordance with section 9.04 of the standard specifications except as herein amended.

Item no. 3 of section 9.04 of the standard specifications shall be deleted in its entirety and the following substituted in lieu thereof:

> For any machine-power tools or equipment which the Engineer may deem necessary or desirable to use, the Contractor will be allowed a rental rate in the amount as set forth in the current schedule of "Maximum Hourly Rental Rates for Force Account Work" for each and every hour that said tools or equipment are in use on such work. To the sum of the amount due the Contractor for rental of tools and equipment shall be added an amount equal to eighteen (18) per cent of that sum.
>
> The rates in effect at the time of the performance of the force account work, as set forth in the schedule of "Maximum Hourly Rental Rates for Force Account Work" are the maximum rates allowable for equipment of modern design and in good working condition and shall include and be full compensation for furnishing all fuel, oil, lubrication, repairs, maintenance, insurance and incidental expenses except labor for operation thereof.
>
> A current schedule of 'Maximum Hourly Rental Rates for Force Account Work" will be maintained at each district office of the Department of Highways and at each of the offices of the Associated General Contractors of America located at Seattle (Mt. Pacific), Spokane, Tacoma, Washington and Portland, Oregon where the schedule is available for inspection by the Contractor.
>
> In the event the necessary equipment is not already at the site of the project and it is not anticipated that it would be required for the performance of work under the terms of the contract other than force account, the Contractor will be paid an agreed price for the necessary transportation of the equipment. To the agreed price shall be added an amount equal to eighteen (18) per cent of the agreed price.

SCOPE OF THE WORK

Under this contract the Contractor shall furnish and erect in place and ready for service a complete toll collection facility in accordance with the drawings and these specifications. The Contractor shall provide four (4) lanes of fully automatic and two (2) lanes of semi-automatic toll collection equipment consisting of the following items:

1 - Double toll booth completely equipped
2 - Sets of semi-automatic toll collection equipment
4 - Sets of fully-automatic toll collection equipment
20 - Cash boxes for coin machines
20 - Reject boxes for coin machines
6 - Treadles and frames
6 - Lane lights
6 - Traffic signals
2 - Remote registers for sem-automatic lanes
4 - Remote registers for fully-automatic lanes
1 - Master synchronizing time unit.

The Contractor shall furnish all other toll equipment and all necessary labor, materials, tools, equipment and incidentals necessary to meet the requirements of the drawings and these specifications.

WORK NOT INCLUDED

The following work is not included under this contract and will be performed by others:

a. Concrete toll plaza, concrete toll islands, canopy and administration building.
b. Mounting of lane lights, but these lights shall be furnished and connected under this contract.
c. Setting of anchor bolts required for all toll collection equipment including the toll booth, but these bolts shall be furnished and locations specified under this contract.
d. Furnishing and installing conduit in the toll islands, toll plaza pavement, between the toll islands and the administration building, and in the walls or floors of of the administration building.

FINAL ACCEPTANCE OF EQUIPMENT

Final acceptance of equipment shall be at such time as the toll collection facility operation demonstrates to the satisfaction of the Engineer that no further replacements, adjustments or corrections to the equipment are necessary. Final acceptance shall be required within the time given for completion of the contract.

FAILURE TO MEET SPECIFICATIONS

If at any time during the period of the contract and until the date of final acceptance of equipment the Engineer finds that any unit of the equipment furnished by the Contractor does not meet the specification requirements, the State shall have the option of returning that equipment and obtaining, at the Contractor's expense, replacement equipment from others.

In addition, the Contractor shall be liable to the penalty provisions of section FAILURE TO COMPLETE ON TIME should the replacement of equipment cause the acceptance date of the work to extend beyond the contract time provided herein.

EXPERIENCE REQUIREMENTS

The Contractor shall meet certain minimum experience requirements described below. These requirements do not replace the prequalification requirements for contractors in the standard specifications of the State of Washington. The information and statements required below shall be provided by the bidder with his proposal, and shall be signed by the same official signing the proposal.

a. Manufacturing Experience

The Contractor shall provide a statement showing at lease three (3) years experience in the manufacture of barrier, attended type toll collection equipment, and at least two (2) years experience in the manufacture of automatic coin collection equipment, the latter substantially the same as specified herein.

b. Satisfactory Operation

Toll collection equipment proposed to be installed under the contract shall be substantially the same equipment which has been contracted for from the bidder, accepted by, and sold or rented on a permanent basis to the authorities of a major toll highway or toll bridge facility.

The toll collection equipment at such major facility shall have been in continuous satisfactory operation for not less than one year from the date of acceptance or the date the equipment was placed in permanent operation whichever is later. All equipment shall be substantially the same equipment as specified herein. The major facility shall consist of at least 3 lanes utilizing not less than 3 complete and separate toll collecting and recording units. Temporary, experimental or trial installations will not constitute satisfactory operation.

A statement showing evidence of satisfactory operation shall accompany the bid and shall be signed by the official signing the bid, and shall include the following information:

Location of toll facility
Name of toll facility
Name of toll plaza
Name of toll facility official authorizing permanent installation
Date of installation
Date of acceptance by toll authorities and date placed in permanent operation
Number of toll lanes at plaza
Number of automatic toll collecting and recording units installed
Number of semi-automatic toll collecting and recording units installed

If the Contractor fails to meet any of the qualification requirements, or omits the information required by this specification section, or gives inaccurate information, it will render the proposal informal and may be cause for its rejection.

APPROVED CONSTRUCTION

The electrical components of the fully-automatic and semi-automatic collecting units (coin-counting units, memory unit, control unit, power unit), button box, patrons' fare indicator, treadle and axle counting equipment, remote register, master synchronizing time system, and power supply equipment and each complete assembly thereof shall be Underwriter's Laboratories approved construction. The wiring will be in compliance with the National Electric Code, City of Spokane Electrical Code, and such electrical codes or safety orders of the State of Washington as may be applicable.

DRAWINGS AND TECHNICAL INFORMATION

The Contractor shall provide drawings and technical information with his bid to adequately describe the equipment proposed plus the information required under section PROVISION FOR FUTURE CONSTRUCTION.

Within 30 days from the award of the contract the Contractor shall provide for the Engineer's approval complete details on anchor bolt and conduit sizes and locations required for all equipment including toll booth lane lights, traffic signals, treadles, etc. Particular attention shall be devoted to locating conduit stub outs in the treadle frame blockouts in the toll plaza pavement, and in the toll islands, canopy and structure of the Administration Building. The Contractor shall also provide complete information on the total power load of the toll collection equipment together with the number, location and size of electrical circuits required from the Administration Building circuit breaker panelboard. The conduit required and stub out locations for the future toll plaza arrangement shall be shown and identified. Within 15 days after approval, the Contractor shall provide all the anchor bolts required for the toll collection facilities.

Within 45 days from the award of the contract the following information shall be supplied the Engineer:

1. Drawings showing the location of all equipment and appurtenances supplied under the contract. Equipment shall be completely identified on the drawings and located by dimensions.

2. Drawings showing the mechanical, electrical and structural details of all the equipment and demonstrating the method of operation of the principle units. Principle units of the equipment shall be identified by name, number or letter and their location clearly shown within the cabinets and on the location drawings above.

3. Detailed description of the functional characteristics of the equipment to be provided with its principle units identified as required above.

4. Detailed description of the principles and methods of operation of the toll equipment.

Before acceptance of the work the Contractor shall supply the Engineer with "as built plans" of the toll facilities.

Failure to provide the above information at the times specified shall be sufficient cause for cancellation of the contract by the State.

SUPERVISION OF EQUIPMENT INSTALLATION
The Contractor shall provide the services of qualified personnel to supervise the installation and make whatever adjustments are required by the Engineer to meet these specifications.

TRAINING OF STATE PERSONNEL
The Contractor shall train and supervise the State employees initially assigned to the operation of the toll collection facilities.

DEFINITION OF TOLL EQUIPMENT TERMS

a. Cash and Reject Boxes
Removable metal boxes which receive the money or any foreign objects put into the coin counting unit. The reject box receives all objects which will not pass through the coin counting unit.

b. Lane Light
The light mounted on the forward edge of the canopy which indicates to the motorist whether or not a lane is open and may receive vehicles.

c. Barrier Gate
A manually operated gate across each lane to prevent passage of vehicles when the lane is closed. The barrier gates will be supplied and installed under another contract.

d Coin Hopper
A metal chute which directs the money into the coin counting unit.

e. Coin Counting Unit
The unit of the toll equipment that counts the coins.

f. Traffic Signal
A standard stop and go signal placed ahead of the motorist telling him whether or not he may proceed through the lane.

g. Remote Register
A portion of the toll equipment which accumulates and records on paper the transactions at each toll lane.

h. Counters
The parts of the remote register which print the desired items of information from the toll lane transactions on a roll of paper. There may be any number of counters required per register, depending on the amount of information necessary.

i. Treadle
A weight sensitive device mounted in the pavement which sends electrical impulses to other portions of the toll equipment every time an axle of a vehicle passes over it.

k. Alarm Signal
A bell or buzzer which rings when a vehicle passes over the treadle without having paid the proper toll.

k. Flashing Red Light
A light mounted on top of the traffic signal which flashes when the alarm signal rings.

l. Button Box
A portion of the toll equipment used on semi-automatic lanes only. Pressing the various buttons of the button box performs electrical functions within the toll machinery such as classifying vehicles

m. Patron's Fare Indicator
A sign at the semi-automatic lanes which lights up when the lane collector classifies a vehicle at the botton box, telling the motorist how much toll he must pay.

OPERATING SEQUENCE-FULLY AUTOMATIC LANE

a. Opening the Lane for Traffic
To open the lane for service the collector or supervisor must first see that the cash and reject boxes are locked in place, and then use his key to unlock the toll collection equipment. Unlocking the equipment causes the lane light to change from red to green and will cause all counters of the remote register to print.

After opening the barrier gate, the lane is ready to receive traffic, and the toll equipment is ready for collection, alarm, and recording functions.

b. Correct Toll Deposited
The driver drops coins totaling the correct or more than the correct toll into the coin hopper. The coin counting unit compares the amount with the required toll. If the toll deposited is sufficient the traffic light is changed from red to green,and the motorist proceeds.

The forward axle counter of the remote register registers the number of axles that pass over the treadle. Passage of the vehicle over the treadle changes the traffic light back to red. Should another motorist pay the correct toll before the first has passed the treadle the toll equipment must take this into consideration and allows the second motorist to pass before changing the traffic signal back to red. The automatic equipment continues to pass the vehicles with the traffic light green as long as this rapid traffic flow continues, and provided that the correct tolls have been deposited by each motorist.

c. No Toll or Insufficient Toll Paid
When the driver drops no toll or insufficient toll into the coin hopper, this amount is registered, but since it does not match the correct toll required by the equipment of the automatic lane the traffic light remains red. If the vehicle proceeds, the first axle over the treadle causes the alarm signal to ring and actuates the flashing red light. Each axle of this vehicle adds one unit to the forward axle and alarm axle counters of the remote register.

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A bell or buzzer which rings when a vehicle passes over the treadle without having paid the proper toll.

k. Flashing Red Light
A light mounted on top of the traffic signal which flashes when the alarm signal rings.

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d. Bent Coins and Foreign Objects
If the driver drops in bent or mutilated coins, slugs or foreign objects, the traffic light remains red. If he proceeds past the red light and over the treadle the same alarm sequence will be initiated as in c. above.

The coin counting unit automatically bypasses bent coins, etc. and drops them into the reject box leaving the coin machine unobstructed and ready to accept the next toll.

e. Reverse Vehicle Movements
Each axle which passes the treadle in a reverse direction adds one unit to the reverse axle counter of the remote register.

f. Extra Axles
In a vehicle with more than two axles pays the two axle toll, and passes through the lane and over the treadle, the third axle over the treadle will cause the alarm sequence in c. above to be initiated. The total number of axles passing will be added to the forward axle counter and the number of axles in excess of two will be added to the alarm axle counter of the remote register.

g. Closing the Lane to Traffic
When closing the lane to traffic, a collector or supervisor shall remove his key and close the lane barrier gate. Removing the key will cause all counters of the remote register to print as when the lane was opened to traffic, the lane light will change from green to red, and the toll equipment rendered inoperative until the lane is again opened to traffic.

The forward axle, alarm axle, and reverse axle counters of the remote register shall remain in operation at all times, whether the lane is open or closed to traffic.

OPERATING SEQUENCE - SEMI-AUTOMATIC LANES
The operational sequence for the semi-automatic lanes shall be the same as for the fully-automatic lanes except as modified by the requirements of this section:

a. Opening the Lane for Service
To open the lane for service, the collector must see that the cash and reject boxes are locked in place, and then use his key to unlock the toll collection equipment. Unlocking the equipment causes the lane light to turn from red to green, releases the classification button box, allows the patron's fare indicator to function, and causes all counters of the remote register to print.

After opening the barrier gate, the lane is ready to receive traffic, and the toll equipment is ready for collection, alarm and recording functions.

b. Correct Classification and Correct Toll Paid

The collector must classify all vehicles before the drivers pay their tolls. He classifies each vehicle by pushing the proper classification button on the button box. This causes the patron's fare indicator to light up showing the driver what toll he must pay. The driver drops the correct or more than the correct toll as shown on the patrnn's fare indicator, into the coin hopper. The coin counting unit registers and compares the amount with the toll required for that particular classification. If the toll deposited is sufficient, the traffic light changes from red to green showing that the correct toll has been paid. The vehicle classification will be recorded by the appropriate counter of the remote register.

As the vehicle proceeds, each axle over the treadle adds one unit to the forward axle counter of the remote register. Passage of the vehicle over the treadle causes the traffic light to change back to red.

c. No Toll or Insufficient Toll Paid

If the driver drops no toll or insufficient toll into the hopper this amount is registered but does not match the correct toll placed into the toll equipment by the collector pushing the classification button. Therefore, the traffic light remains red. Should the vehicle proceed, the first axle over the treacle causes the alarm signal to ring and actuates the flashing red light. Each axle of the vehicle adds one unit to the forward axle and alarm axle counters of the remote register.

d. Failure to Push the Classification Button

In this case the driver deposits a toll, but the collector fails to push the classification button and also fails to rectify his omission before the vehicle passes over the treadle. The traffic light will remain red and the first axle over the treadle will initiate the alarm sequence. Each axle over the treadle adds one unit to the forward axle and alarm counters of the remote register. Passage of the vehicle over the treadle locks all the classification buttons of the button box except the error button. The collector must then press the error button to release the remaining buttons of the button box. This action adds one unit to the error counter of the remote register.

e. Pushing the Wrong Classification Button

When this mistake results in undercharge and is not corrected by pushing the error button and reclassifying, any axle over the number classified causes the alarm sequence to be initiated. Each axle adds one unit to the forward axle counter, each axle over the number classified adds one unit to the alarm counter of the remote register.

The collector may correct his mistake by pushing the error button and correctly reclassifying the vehicle before the driver passes the treadle. If this is done and the correct total fare has been deposited, the traffic signal turns green and allows the vehicle to pass the treadle without actuating the alarm system. However, one unit is added to the error counter of the remote register.

If the collector overcharges the driver and the latter does not object, the driver is allowed to pass as in a normal transaction. Provision shall be made however, for resetting the traffic light to red and resetting the collecting equipment for passage of the next vehicle.

PROVISION FOR FUTURE CONSTRUCTION

a. General

The ultimate arrangement of the toll plaza shall be as shown on the drawings and described in these specifications. All requirements of these specifications, both technical and functional, apply to equipment which will ultimately be provided for the future toll plaza arrangement as well as equipment provided under this contract. The information submitted by the Contractor under these specifications shall be complete in every respect, and shall enable the Engineer to completely evaluate the data.

b. Future Traffic Movements

Future construction, as shown on the drawings shall allow the toll lanes to be used as follows:

1. Lanes 3, 4 and 5 shall be reversible and fully automatic.

2. Lanes 2 and 6 shall be single-direction fully automatic.

3. Lanes 1 and 7 shall be single-direction semi-automatic lanes with collectors and toll booths.

Therefore vehicles moving in either direction may utilize either two, three, four, or five lanes while vehicles moving in the opposite direction are using five, four, three or two lanes respectively. This will require islands B, C, D and E to be supplied with toll collection equipment which will simultaneously handle traffic movements in opposite directions.

c. Information Required Under this Contract

The Contractor shall provide a complete and comprehensive plan to utilize the equipment Provided under this contract in the final toll installation. This data shall be submitted by the Contractor with his bid for the initial toll installation. Bids received without this information or with incomplete information will render the proposal informal and may be cause for its rejection.

The Contractor shall describe in detail the additional items of equipment and materials which will be required for the ultimate arrangement. He shall submit complete drawings and material lists for this future work, showing exactly how the equipment and materials for initial construction will be utilized in the ultimate toll equipment installation. If equipment or materials furnished under this contract are not completely adapatale to the future traffic distribution and toll plaza arrangement the Contractor shall explain how the equipment of materials will be modified and exactly what units will have to be replaced.

TOLL COLLECTION EQUIPMENT

a. General

The toll collection equipment shall be designed to prevent passage of vehicles which have not paid the proper toll, and shall therefore normally be set against the vehicle until the deposit of the proper toll releases the equipment. Movement through the toll lanes may then take place without setting off the alarm system.

Location of equipment shall be approximately as shown on the drawings. The Contractor shall, however, select the exact locations of the units of his equipment, so that their operational characteristics will comply with the requirements of tnis specification. The Contractor may place portions of his equipment in the equipment room of the Administration Building provided that in so doing access to this equipment or the remote registers is not restricted. The Contractor shall provide drawings showing the location of all remote registers and other equipment units in the Administration Building, and the location of equipment on the toll islands. Locations of the treadles shall not be changed.

b. Fully-Automatic Collecting Equipment

Fully-automatic collecting equipment shall be provided for lanes 1, 2, 5 and 6. Each lane of equipment shall be self-contained and housed in a metal cabinet. The equipment shall be suitably weather-proofed to withstand weather conditions at Spokane. Heaters shall be incorporated which are adequate to protect the equipment from -15° F. temperatures. All moving parts shall be fabricated of stainless steel or other non-corrosive material with high wear-resisting characteristics.

The equipment shall incorporate units to compare the treadle count and toll deposited with that required for the lane. It shall use this information to control traffic flow by actuating the traffic signal and alarm system.

Fully-automatic equipment shall accept and automatically register pennies, nickels, dimes and quarters, and shall be set to process only two axle vehicles paying a ten cent toll. This equipment shall be interchangeable with the collecting equipment at the semi-automatic lanes, and when used with the equipment at these lanes, shall be capable of registering the vehicle classifications described for that equipment. It shall only be necessary to make the required external connections to adapt the units of this equipment to the semi-automatic lanes.

The fully-automatic collecting equipment shall consist of but not be limited to the following principle units:

1. Coin Counting Unit. This unit shall count a one coin toll rapidly enough to cause the traffic light to change from red to green within one (1) second from the time the coin enteres the hopper. Two and six coin tolls shall accomplish the above result within 1.25 and 2.50 seconds respectively. The design of the coin counting unit shall be such that the operating times specified above will not vary by more than plus or minus 10%, and the average operating time meet the above requirements.

The coin counting unit shall include a device which automatically prevents bent coins or other foreign objects from entering the machine. Bent coins and other foreign objects shall be physically separated in the coin chute ahead of the unit and diverted to the reject box. No mechanical or electrical failure of the coin counting unit shall result from handling bent coins or foreign objects, nor from moisture carried in on wet coins.

2. Memory Unit. This unit of the coin collecting equipment shall electrically totalize the coins deposited by the motorist and shall compare this total with the amount required per vehicle. Upon deposit of the required toll or more than the required toll, the memory unit shall cause the traffic light to change from red to green, bypass the alarm system and allow two axles to pass over the treadle before repeating the operation for the next vehicle. Should the traffic passing the toll island be rapid enough to allow one vehicle to deposit a toll before the preceding vehicle has crossed the treadle, the memory unit shall be sufficiently selective that it will not take the toll of a second motorist and record it as overpayment by the first. Also, the unit shall not take an overpayment by one motorist and record it as partial or complete payment of the next motorist.

3. Control Unit. This unit of the coin collecting equipment shall receive information from the memory unit, treadle and/or coin counting machine. It shall control the operation of the traffic lights and alarm system and reset the memory unit for the next toll registration.

4. Power Unit. This unit shall have adequate capacity to convert 120-volt AC to the DC voltage required by the equipment.

5. Coin Hopper. This unit shall have a minimum top opening of at least 20 x 12 inches. The hopper shall be mounted for toll deposit from the driver's side, with the longest dimension in the direction of travel. The edge of the coin hopper opening closest to the approaching driver shall be 3 inches lower than the corresponding edge on the far side of the coin hopper.

   A flashing arrow which directs the motorist's attention to the coin hopper shall point directly to the hopper and be clearly visible to the motorist.

   Design of the hopper shall prevent water from rain or snow entering and damaging any portion of the automatic equipment.

   The hopper shall be constructed of metal and so designed that it will collapse or shear away if struck by a vehicle, leaving the remaining equipment undamaged. The hopper shall be easily and quickly replaceable.

6. Cash and Reject Boxes. The cash box shall receive only those coins counted by the coin counting unit and shall not receive bent coins or foreign objects. A separate reject box shall receive all bent coins and foreign objects.

Unless the cash and reject boxes are locked in place ready to receive tolls the collecting equipment shall remain inoperative, and the lane lights shall remain red. Insertion and removal of the cash box shall cause all counters of the remote register to print on the register tape. Each cash box shall be identified by number. At the time of insertion and removal the cash box shall cause its respective number to be printed on the tape of the remote register. The numbering system for the cash boxes shall provide for 20 boxes.

Removal of a cash or reject box from the collecting equipment shall automatically cause all openings in that box to lock.

Each cash box shall have two keys for use with that individual box. One key shall remove the box from the collecting equipment and a separate key shall open the cash compartment.

Each reject box shall have keys which perform the same functions as those for the cash boxes.

7. Collecting Equipment Key. Collecting equipment, both fully-automatic and semi-automatic shall be placed in operation with a key. This key shall be common to all lanes of collecting equipment, and may be used for all. When the key turns a lane on or off, a print of all counters of the corresponding remote register shall be made on the tape.

c. Semi-Automatic Collecting Equipment

Semi-automatic collecting equipment shall be provided for lanes 3 and 4 and incorporated into one toll booth located between the lanes. The units of this equipment shall be identical to and interchangeable with the corresponding units of the fully-automatic equipment. The specifications for the fully-automatic collecting equipment shall apply to the semi-automatic collecting equipment except as modified herein.

Operation of this collecting equipment shall necessitate the use of a button box to supply the required vehicle classification information to the equipment. The equipment shall be capable of recording five different vehicle classifications, ranging from two-axle vehicles to vehicles with six axles or over. Tolls shall be based on the number of axles and shall be as follows:

Vehicle classification #2 (two axle)	10¢
Vehicle classification #3 (three-axle)	15¢
Vehicle classification #4 (four-axle)	20¢
Vehicle classification #5 (five-axle)	25¢
Vehicle classification #6 (six-axle or over)	30¢

Arrangements of the units of the semi-automatic collecting equipment may vary from the arrangement of the fully-automatic units. The semi-automatic units shall be adapted to the toll booth layout shown on the drawings. Location of the button boxes shall enable one collector to handle traffic flow in lanes 3 and 4 expeditiously with a minimum of movement when traffic is light. The arrangement of the equipment shall also allow two collectors to work in the toll booth without interfering with one another.

d. Button Box

The button box shall be provided only for the semi-automatic collecting equipment. It shall incorporate an error button and a push button for each vehicle toll classification. Buttons shall be numbered 2 through 6 for vehicles with from 2 to 6 axles.

Button box push buttons shall operate only when the toll equipment has been unlocked by the collector. The classification buttons shall be so interlocked that only one button can be operated at one time, and that any button cannot be pressed down until the first button is released. Each classification button shall return to its normal position not later than the end of the coin counting period specified previously. If the collector pushes the wrong button, he shall be able to correct his error by pushing the error button which shall release the selector setting of the memory unit and allow the collector to push the proper button.

The classification buttons shall be so constructed that when the operation of pressing one down is initiated it shall not reverse until fully depressed and operates its respective toggle switch or other approved device. This shall, upon closing electrical contacts, cause the corresponding toll charge to appear on the patron's fare indicator and actuate the corresponding counters in the remote register. Errors shall be corrected only by pushing the error button and adding a count to the error counter.

The action of the toggle switches shall be positive and irrevocable and shall be such as to render it impossible to close the electrical contacts more than once for each depression of the button, and impossible to extinguish the classification or fare indication by any manipulations of the button other than the registering of a succeeding transaction.

Each button shall be provided with a green pilot light, either on the face of the key box adjacent to the button or visible through the button so connected that the lamp will light when the button is depressed and remain lighted until another button is depressed or the collector's key is removed. A red pilot light shall be illuminated at any time that the amount of the toll deposited is less than that required by the button box.

The button box shall be mounted in a weatherproof metal housing. Connections with other toll equipment units shall be accomplished externally by means of plug connections so that the button box may be removed without disturbing the electrical or mechanical portions of the button box.

e. Patron's Fare Indicator

The Contractor shall supply a patron's fare indicator for each semi-automatic toll lane having designations corresponding to the various toll classifications.

Each indicator shall have an aluminum face and it shall be designed to be recessed flush into the side of the toll booth. Each designation shall consist of a compartment having a light source, and a lightly etched frosted plexi-glass cover panel to conceal the legend of all designations except the one illuminated. The glass panel opening for each toll classification shall be approximately 2-1/2 inches by 5 inches. Each glass panel, when illuminated, shall show the toll required. There shall be five glass panels lettered as follows: 10¢, 15¢, 20¢, 25¢ and 30¢.

The face of the indicator shall be 1/8 inch metal sheet arranged for ease in replacing the light sources. The panel shall be gasketed to the back box and the various sections shall be suitably sealed so the entire panel is watertight.

The back box shall be of heavy gauge corrosion resistant sheet metal to which the compartmental reflectors and light barriers, lamp supports and accessories shall be secured. Light barriers shall be designed to be light-tight between compartments, so that no stray light is visible through adjacent legend panels.

Incandescent light sources shall consist of two 25 watt tubular intermediate screw base lamps with porcelain sign type sockets for each legend panel.

The Contractor shall furnish and install the lamps for all the indicators.

f. Axle Counting Equipment

The axle counting equipment shall consist of roadway treadles, treadle frames, electrical connections, necessary electrical circuits and such other components to provide the information required by the other elements of the toll collection equipment. Treadles shall be of a type which is now being manufactured and has been in successful operation at a comparable toll collection facility in this country, and shall be Automatic Signal Company or approved equal.

All treadles shall have an active section not less than 8 feet long. Treadles shall be at right angles to the direction of traffic.

The rubber exposed to traffic shall be of superior quality properly compounded to provide a maximum resistance to the deteriorating action of sun rays, water, oil and salt, and properly fabricated to eliminate the creeping or blowing of the surface due to constant friction of vehicle wheels. The treadle shall be adequately supported to withstand the pounding of vehicle wheels, and shall operate satisfactorily under all temperature weather conditions encountered at the location.

The treadle shall have at least two contacts so designed that they will record each axle of all vehicles, including wheels of small diameter, moving at a rate of twenty (20) miles per hour or less. They shall record the direction of the moving vehicle, but shall not record casual walking on the treadle.

All electrical connections at the treadle shall be thoroughly waterproofed with rubber tape. All wires from the treadle splice box through the conduit and into the booth shall be of approved waterproof type.

The treadle frames shall be constructed of heavy steel strips, angles and plates, braced and welded to prevent bending during concreting and provided with suitable anchors for securing the frame to the pavement. The treadles shall be removable from the frame and replaceable from the top without disturbing the frame. Bolts securing the treadle to the frame shall be countersunk and of non-corrosive material as also the nuts or threaded parts into which they screw. No bolts, screws, clamp strap or other appurtenance shall be exposed to the wear of vehicle wheels.

g. Remote Register

A remote register shall be provided for each fully-automatic and each semi-automatic lane. Each register shall be composed of an assembly of counting wheels, totalizing units and electrical components to produce the printed records and provide the functional requirements of this specification.

All counters of the remote registers shall automatically print records of the toll transactions every day at 12 midnight. At the option of the collectors, all counters of each of the remote registers shall also be capable of printing records of toll transactions every hour on the hour. The action of turning the key which opens or closes a lane for traffic or insertion or removal of a cash box shall cause all counters of the corresponding remote register to print. Printing caused by time impulses or the cash or reject boxes shall be accomplished whether the toll collection equipment of a particular lane is in operation or not. Similarly all movements over the treadle shall be recorded at all times.

Each remote register for each fully-automatic lane shall print the information described below:

Item	Maximum Reading Required
Lane identification number	9
Forward axles, total count	9999
Reverse axles, total count	99
Alarm axles, total count	9999
Dollars and cents	9999.99
Time	12:59 A.M. or P.M.
Date	12/31/99
Coinbox identification number	99

Each remote register for each semi-automatic lane shall print the information required below:

Item	Maximum Reading Required
Lane identification number	9
Forward axles, total count	9999
Reverse axles, total count	99
Alarm axles, total count	9999
Errors, total count	99
Vehicle classification #2 (two axle) total count	9999
Vehicle classification #3 (three axle) total count	999
Vehicle classification #4 (four axle) total count	999
Vehicle classification #5 (five axle) total count	999
Vehicle classification #6 (six axle) total count	999
Dollars and cents, total count	9999.99
Time	12:59 A.M. or P.M.
Date	12/31/99
Coinbox identification number	99
Direction of traffic flow (if required)	North or South

The electrical equipment of each remote register shall be suitable for 120 volt single phase 60 cycle operation, and shall not dangerously overheat if energized continuously at that voltage. Printing shall be accomplished by the use of magnets, motors, or other approved means. The prints shall be clear and legible.

The paper shall be a tape wide enough to accommodate all the typographical components and receive from them a complete and properly aligned print with uniform spacing between the various designations. The paper shall be fed from rolls at least 100 feet in length.

The printing counters and accessories shall be mounted in steel cabinets of at least 14 gauge metal, of substantial and rigid construction containing the necessary relays, power supply devices and fuses for operation of the equipment, all assembled in a compact assembly of minimum size consistant with all operating and service requirements.

That portion of the register which receives information from the treadle and collecting equipment shall be an integral unit within the cabinet, suitably arranged for easy removal and replacement. Counting machinery shall be single direction, non-resettable and non-reversible.

h. Lane Light

Lane lights shall be furnished for installation over the center line of each lane at the leading edge of the canopy as shown on the drawings. Lane lights shall consist of one red and one green luminaire. The lights shall be bolted securely to the canopy and wired through the supporting steel to the equipment on the toll island.

The lane light shall have a weatherproof housing fabricated from silicon aluminum alloy with the door and shade cast integral with the housing. Each lens shall be of diffusing prism glass either red or green, as required, and approximately 8-3/8 inches in diameter. Parobolic reflectors shall be mounted in the housing and 60 watt Mazda lamps installed. Lane lights shall be Crouse Hinds Co., Traffic Signal Type or approved equal.

i. Traffic Signal

Traffic signals complete with supporting standard shall be provided and installed on each toll island where shown on the drawings. Each traffic signal shall consist of one red and one green luminaire, one red flashing alarm light and one alarm bell. The flashing alarm light and bell shall be actuated by the alarm system of the toll collection equipment, and when actuated shall stay on from one to ten seconds. Each alarm light and bell shall be adjustable for time of operation within this range.

The traffic signals shall be similar to the lane lights except mounted vertically. The flashing red light shall be mounted on top of the traffic signal so that it is visible from all directions. Traffic signals shall be Crouse Hinds Co. Traffic Signal Type or approved equal.

j. Master Synchronizing Time Unit

The master synchronizing time unit shall consist of the following components:

1. A Master Time Control

2. A Master relay panel with necessary attachments in all controlled equipment to receive the time control.

The Master Time Control shall consist of a motor-wound, spring or weight movement with reserve power for at least 12 hours, wound to uniform tension to prevent over-heating. The excapement shall be Graham dead-beat type or equal, 60-beat, with mercurial or invar pendulum having micrometer adjustment. Movement plates shall be heavy, with line-reamed bearings, properly compensated for arbor end-thrust. All gears shall be machine cut and plated to prevent oxidation.

The master relay panel shall be operated by the master time control and shall provide adequate power to operate impulse magnets of printing registers and any other apparatus requiring time control. It shall, in conjunction with the master time control:

1. Supply minute impulses to remote register and other controlled apparatus.

2. Supply correction impulses hourly for a corrective range of at least 25 minutes to all connected apparatus.

3. Supply hourly impulses for hourly prints in the remote register when these hourly prints are desired. Normally, the operation of the time unit and remote registers shall only provide for printing once every day at 12 midnight. However, at the option of the supervisory personnel the printing operation on the tapes of the remote registers may be initiated automatically by the time system once every hour, on the hour.

4. Be so designed and connected that all controlled apparatus is compared hourly with the master. Upon comparison, apparatus in time to the second shall ignore corrective impulses, and apparatus at variance with the master shall be corrected or stopped within the range described in "2".

5. Be equipped to provide means for manual adjustment of all apparatus beyond the range described in "2".

k. Power Supply Units

The State will provide a 120-240 volt 60 cycle three wire alternating current in the Administration Building of adequate capacity for the toll installation. The Contractor shall provide a fused safety switch in each lane and the necessary fuses for the branch circuits.

The Contractor shall provide a direct current power supply consisting of a rectifier of the Selenium type and the necessary transformer for supplying the proper voltage to the rectifier. These power supply units shall be of adequate capacity to operate all D.C. components.

The Contractor shall furnish an emergency stand-by power supply consisting of an A.C. engine, generator set, relays and the connections to the toll collection facilities. The generator shall be suitable for maintaining operation of the toll collection facilities during periods of power failure. The engine-generator shall have adequate capacity to carry 5 lanes of toll equipment operating simultaneously.

The engine-generator unit shall be designed for push button starting from the toll booth. A 4-cycle gasoline engine with batteries, oil filter, oil pressure gage, oil bath cleaner, exhaust silencer and at least a 10 gallon gasoline tank shall be provided. The engine-generator shall be governor controlled and of such design that rated generator output voltage is maintained from no load to full load conditions within 3% of rated voltage. All rotating parts of the engine, generator and motors shall be properly enclosed and shielded.

Conduit and exhaust piping shall be provided by others. The Contractor shall be required to provide the Engineer with conduit sizes and locations as required elsewhere in this specification.

l. Record Paper and Printing Ribbons

The Contractor shall supply one roll of record paper with each register cabinet. In addition, a spare supply of 10 rolls shall be furnished for the tape registers.

The Contractor shall furnish 2 spare printing ribbons for each printing register.

At a date not less than two (2) months prior to the scheduled date for the completion of the work included under this section of the Special Provisions, the Contractor shall deliver to the Engineer two (2) sample register tapes showing the location and spacing of all counters.

m. Electric Conduit Boxes, Cable, etc.

The Contractor shall furnish and install all conduit, cables, boxes, terminal strips, ducts, racks and all else necessary for the installation and satisfactory operation of the toll equipment as specified except the conduit embedded in the concrete roadway pavement, toll booth floors and islands together with the conduit from the toll plaza to the circuit breaker panel in the Administration Building, all of which will be furnished and installed under another contract. All work shall conform to the requirements of the National Electric Code.

The terminal boxes for the toll booth, as approved by the Engineer shall be as detailed by the Contractor and contain standard terminal strips properly installed.

All cable for connecting toll equipment shall be Rubber Type RHW, or Type TW of the National Electric Code.

All other wire shall conform to the pertinent requirements of the National Electric Code.

n. Connections
All individual pieces of equipment shall be connected, insofar as possible, by plug receptacle. The receptacle shall be such as to give positive connections when plugged in place.

All metal parts of the toll equipment shall be rustproofed as approved.

o. Keys
Keys shall be supplied for the toll collection facilities as follows:

1. Collection equipment. The collection equipment at each fully-automatic and semi-automatic lane shall be placed in operation by a key. The keys for all equipment shall be identical, and twenty (20) keys shall be provided under this contract.

2. Cash and reject boxes. Each cash and reject box shall be supplied with two sets of two keys; one for removing each box from its place in the coin machine and one for opening each box. Each key shall lock and unlock only its respective box, and the key used to remove the box from the coin machine shall not fit the cover of the box. All cash and reject box keys shall be mastered, and two master keys shall be provided.

3. Toll booth. Keys for the toll booth doors shall be identical. Ten keys shall be provided.

4. Remote registers. Keys for all remote registers shall be identical. Five keys shall be provided.

p. Flashing Arrow
A flashing arrow shall be provided which will direct the motorist's attention to the coin hopper of the collecting equipment. The arrow will flash continuously at all times that the particular toll lane is in operation. Operation of the flashing arrow shall be actuated by the same key which opens and closes the lane to traffic.

TOLL BOOTH

a. General
The Contractor shall furnish, deliver and erect in place complete, one toll booth at the location shown on the plans. The toll booth, of the Contractor's design and specification, shall be of steel, weather-tight construction, complete in all respects, comprising units of the toll collecting facilities which the Contractor proposes to furnish in accordance with the requirements of the plans and specifications and as approved by the Engineer.

The design and workmanship shall be the best of its kind in appearance and serviceability and incorporating accuracy, ruggedness and ease of maintenance and installation of replacements. The toll booth shall provide for two collecting lanes with all toll collections to be made on the driver's side. The booth shall be completely shop assembled with all necessary accessories installed so that final installation may be effected by setting in place and fastening the anchor bolts and making the external connections. The Contractor shall furnish the anchor bolts and specify their location. The concrete islands will be constructed by others.

b. Design Requirements, Shop Drawings, and Stress Computations
The toll booth shall be designed to withstand 90 miles per hour wind velocity.

The Contractor shall submit shop drawings for approval of the Engineer as specified in the State Standard Specifications. Original tracings will not be required by the Engineer.

c. Booth Construction
The location of the toll booth shall be as shown on the drawings.

Wall sections shall be assembled structural steel shapes and plates. The exterior sheathing on the walls shall be 1/4 inch thick to the full height of the booth, and shall be welded or bolted to the structural steel framework. Wall areas below window sill level shall be reinforced with two (2) horizontal rows of structural steel angles, not less than 3" x 2-1/2" x 1/2", welded to the steel framing and extending around the entire perimeter of the booth, except at the wall space which accommodates the sliding doors. The walls and ceiling of the toll booth shall be insulated with 2 inch thick preformed glass fibre wool or cork except that glass fibre wool, if used in ceilings, shall be 3 inches thick. All insulated areas of walls and ceilings shall be covered with #16 Gage sheet steel panels, fastened in place with oval Philips type screws on not more than 6 inch centers, and properly reinforced for lighting fixtures, switches, receptacles, and elsewhere as necessary.

All exterior and interior panels of the same locations shall be similar. They shall be cut, bent and punched using jigs and templates so that all similar characteristics such as radius of bends, edges, matching bolts, holes, etc., are uniform and match with a true and uniform finish.

Sliding doors of hollow metal construction not less than 1-3/8" thick, shall be provided for toll booth. These doors shall be constructed of #16 gage sheet steel properly reinforced, welded and fitted to form a rugged unit. Each door shall be a horizontally divided two-piece sliding door. The upper panel of each door shall have a fixed glass panel for visibility. It shall be hung from rollers which run on a metal track. Where the two halves meet, the upper panel shall extend below the top of the lower panel to prevent drafts or entrance of moisture. The lower panel shall roll in a track on heavy-duty casters. Both doors when closed shall fit between a double metal jamb. It shall not be possible to open the lower panel without opening the upper panel first.

Each upper panel shall be equipped with duplicate mortise cylinder locks supplied with two keys. Exterior and interior heavy-duty non-ferrous metal door pulls recessed on the door, and suitable bumpers at each extreme of travel shall be provided. Each lower panel shall be provided with glass fibre wool insulation suitably fastened in place.

The threshold at the sliding door shall be of cast or extruded non-slip material arranged to receive guide projection bottom edge of door and sloped to shed water outside of the booth. Bottom edge of door shall be suitably perforated for drainage. Weatherstripping on sides shall be provided consisting of heavy extruded rubber shapes or extruded aluminum strips with rubber inserts, designed with overlapping seat which will assure a weather strip joint.

d. Electrical Work

120-240 volt, A.C. 3 wire power at a circuit breaker panel will be provided in the Administration Building, under another contract. The Contractor for the toll collection equipment shall connect to this panel, through the connection boxes to be located in the toll booth, and underground conduit. Underground electric and telephone conduits from the Administration Building to toll booth will be furnished and installed under another contract in accordance with the requirements of this section for the installation of toll collection facilities.

All wiring from outlets in the floor of the toll booth to toll collection equipment, electrical lighting, switching center, etc., shall be provided in accordance with the National Electric Code Requirements for metallic conduit system. This equipment shall be fitted in place and provided with suitable terminal blocks for external connections.

Lighting fixtures shall be recessed into the ceiling of the toll booth. Each fixture shall be flush mounted with a glass cover containing four fluorescent tubes. The lighting system shall provide a lighting intensity of 30 foot-candles. The toll booth shall have two duplex convenience receptacles, one at each end, in a convenient place.

A switch center consisting of suitable single pole, quick make, quick break, 125 volt, 60 cycle, air circuit breakers, shall be installed for the control of lighting circuits for the receptacles and ceiling lights in the booth. Suitable terminal board shall be provided for all external circuits from the switch center and suitable recessed or concealed junction boxes shall be provided in the booth for connections to the canopy lighting and auxiliary devices.

Wiring interconnections in the toll booth shall be made with single conductor stranded #12 wire, Type RW or Type TW, between the switch center and the various lighting fixtures and receptacles. Wiring to the toll collection equipment shall be of adequate number of wires and size for the load.

Each upper panel shall be equipped with duplicate mortise cylinder locks supplied with two keys. Exterior and interior heavy-duty non-ferrous metal door pulls recessed on the door, and suitable bumpers at each extreme of travel shall be provided. Each lower panel shall be provided with glass fibre wool insulation suitably fastened in place.

The threshold at the sliding door shall be of cast or extruded non-slip material arranged to receive guide projection bottom edge of door and sloped to shed water outside of the booth. Bottom edge of door shall be suitably perforated for drainage. Weatherstripping on sides shall be provided consisting of heavy extruded rubber shapes or extruded aluminum strips with rubber inserts, designed with overlapping seat which will assure a weather strip joint.

d. Electrical Work

120-240 volt, A.C. 3 wire power at a circuit breaker panel will be provided in the Administration Building, under another contract. The Contractor for the toll collection equipment shall connect to this panel, through the connection boxes to be located in the toll booth, and underground conduit. Underground electric and telephone conduits from the Administration Building to toll booth will be furnished and installed under another contract in accordance with the requirements of this section for the installation of toll collection facilities.

All wiring from outlets in the floor of the toll booth to toll collection equipment, electrical lighting, switching center, etc., shall be provided in accordance with the National Electric Code Requirements for metallic conduit system. This equipment shall be fitted in place and provided with suitable terminal blocks for external connections.

Lighting fixtures shall be recessed into the ceiling of the toll booth. Each fixture shall be flush mounted with a glass cover containing four fluorescent tubes. The lighting system shall provide a lighting intensity of 30 foot-candles. The toll booth shall have two duplex convenience receptacles, one at each end, in a convenient place.

A switch center consisting of suitable single pole, quick make, quick break, 125 volt, 60 cycle, air circuit breakers, shall be installed for the control of lighting circuits for the receptacles and ceiling lights in the booth. Suitable terminal board shall be provided for all external circuits from the switch center and suitable recessed or concealed junction boxes shall be provided in the booth for connections to the canopy lighting and auxiliary devices.

Wiring interconnections in the toll booth shall be made with single conductor stranded #12 wire, Type RW or Type TW, between the switch center and the various lighting fixtures and receptacles. Wiring to the toll collection equipment shall be of adequate number of wires and size for the load.

Additional receptacles if required for the toll equipment mounted on the counter shall be provided for in the electrical cabinet and wired to terminal strips.

All wires shall be neatly laced and formed and suitably labelled or identified. All wiring shall conform to the provisions of the National Electric Code and the City of Spokane Electrical Code.

e. Interior Furnishings

An approved furniture steel enclosure with counter or desk top shall be built in each end of the toll booth. Each counter shall be complete with two money drawers, approximately 19" wide x 16-1/2" deep x 5" high, each containing a removable cash tray of not less than #22 gage stainless steel with suitable compartments for coins, bills and miscellaneous. Each cash tray shall be 18-1/2" wide x 11" deep x 2-1/4" high and with 5 curved front compartments for coins and bill compartments with hinged weights.

The space below each counter shall be provided with an electrical junction box for all external electrical connections.

The counter enclosures shall be constructed of #16 gage sheet steel, including removable access panel fitted with master keyed cylinder lock and necessary facilities for mounting the electrical unit heater and switch. The counter top shall be covered with Formica or equal, of a color selected by the Engineer, and finished with stainless steel trim. The counter top, set approximately 42 inches above the booth floor shall be integrally formed with a back splash neatly fitted around the joint between the counter top and window sill.

All corners shall be welded and finished. The enclosures shall be secured in place with oval Philips type screws. Enclosures and counter tops shall be reinforced to withstand the severe use encountered by this equipment.

Drawers shall be equipped with progressive ball bearing suspension rollers and extension tracks to permit pulling the drawer out to its proper length for use in this position. Each drawer shall be capable of supporting 75 pounds in coins in the open position as well as its own weight and any pressure exerted by a collector in the normal pursuit of his occupation.

Each drawer shall be locked by a substantial tumbler cylinder lock provided with two keys. Each drawer shall be keyed differently and all locks shall be master keyed.

f. Glass

Booth windows and glazed door panels shall be glazed with 1/4" thick shatter-proof, glare reducing heat-reflectant glass as manufactured by Libby-Owens Ford Glass Co., Pittsburgh Plate Glass Co., or equal.

Panels shall be cut to the required size and shape, and embedded in an extruded rubber moulding with rubber expanding and sealing bead, except sliding door panel which shall be equipped with stainless steel channel type frame.

g. Caulking

All exterior panels shall be assembled by welding or bolting with a strip of sheet lead at least 1/32" thick which shall be suitably pneumatically pressure peened after final assembly to form an absolutely watertight seal between all surfaces. The curvature of the panel edge joined by the caulking shall be blended into a smooth uniform curve to bring out the architectural character of the design.

h. Painting

The exteriors of the toll booth and the exteriors of all collection equipment located on the toll islands shall be painted with one red lead shop coat in accordance with the Standard Specifications. Places where the paint has been scarred or chipped during shipping or installation shall be repainted as directed by the Engineer.

Toll collection equipment located inside the Administration Building or the toll booth shall be painted with a baked enamel of a color selected by the Engineer.

i. Tests

Upon completion of all shop work, the Contractor may be required to perform the following tests in the presence of the Engineer or his authorized representatives.

A stream of water from a small hose at 40 lbs. per square inch pressure shall be directed perpendicularly to the surface of the booth, with the nozzle held not more than five (5) feet therefrom, to check all joints, weatherstrips, glazing, sash, etc. No seepage into the booth shall occur.

All electrical circuits shall be checked for correct connections and tested for grounds, open circuits and short circuits. All lighting, receptacles, and other electrical equipment shall be energized and operated.

j. Electric Heater

The booth shall be provided with a blower type electric unit heater in each end with a thermal output of 1500 watts, as approved by the Engineer.

k. Folding Seat

For each toll collecting unit there shall be provided a substantially constructed wall mounted folding wood seat, all as approved by the Engineer.

l. Floor Covering

The concrete floors of the toll booth shall be prepared to receive cork tile flooring.

Cork tile shall be of thickness, color and size as approved from samples to be submitted to the Engineer. The cementing, laying and finishing of the cork tile flooring shall be in accordance with the tile manufacturer's standard specifications.

m. Electric Fans
Furnish and install, complete with mounting bracket, one electric fan for each toll booth collector equal to General Electric Model No. FM 10563.

n. Coat Hook
Furnish and install as directed by the Engineer, one brass coat hook for wall mounting, for each collection unit.

MAINTENANCE CONTRACT REQUIREMENTS

a. Maintenance Services

The Contractor shall furnish all labor and shall furnish and install all parts, units, and components thereof, except rolls of paper used by the printing recorder, required to maintain the toll system in proper operating condition for a period of five years. Such maintenance shall include all routine and preventive maintenance, all repairs required on all equipment furnished under the contract, and any other work necessary to cause the equipment to satisfy the performance requirements specified herein.

The Contractor shall inspect and perform routine and preventive maintenance services on all equipment, except as hereinbefore specified, not less than six times annually, at intervals of approximately two months.

Any interval of time during which a traffic-lane installation is inoperative because of the Contractor's scheduled inspections and routine preventive maintenance services, will not be considered inoperative time in computing periods of unsatisfactory maintenance service, if the Engineer determines that such interval of time be reasonable.

b. Unsatisfactory Maintenance Service

The Contractor will be allowed 12 hours to restore an inoperative traffic-lane installation to an operative condition.

Unless other means of notification are mutually agreed upon, the State will notify the Contractor of the inoperative condition of any traffic-lane installation by transmitting to him, at such place as he may have designated by written notice delivered to the State, a full-rate telegram.

The inoperative time of any traffic-lane installation will be considered as starting at the time the telegram is received at its telegraph-office destination, as printed on the telegram.

The Contractor shall be held responsible for proper operation of toll collection facilities during any period of failure of both normal and standby electric power.

The Contractor will be considered to have committed a material breach of the contract if the total of the inoperative times of each of the individual traffic-lane installations exceeds 12 hours in any period of 60 consecutive days. Inoperative times shall be calculated as above.

PAYMENT

The prices bid for the work in the proposal shall include the compensation to be paid the Contractor for all the work to be performed under Alternate A.

The last day of the contract period as described in Section TIME FOR COMPLETION shall be the first day of the five year rental and maintenance contract period. Rental and maintenance payments will be earned from this date. If the Contractor is granted and utilizes an extension of contract time or fails to complete the contract within the time provided, the first day of the rental and maintenance contracts will be the date of acceptance of the toll collection facilities by the Engineer. Rental and maintenance payments will be earned from this acceptance date.

a. Rental Payments

Rental payments will be made by the State to the Contractor, based on the monthly rates of rental specified in the proposal, for use of all the toll collection facilities required in the specifications. These payments will continue during the full term of five calendar years from and after the first day of the rental contract as defined above. The monthly rate of rental will remain constant during the five-year term.

The Contractor shall submit invoices for the payments earned to the State in the same manner at the same times and for the same periods of time specified for maintenance payments under Alternate A.

b. Maintenance Payments

Maintenance payments will be made to the Contractor under Alternate A by the State for contract periods of five years.

The amount payable to the Contractor for maintenance services during the total period of the contract will be revised annually to reflect increases or decreases in the "cost of living", as hereinafter specified. The monthly rate of payment to the Contractor during any calendar year within the total contract period will remain constant.

For the purposes of this Contract, the annual increase or decrease in the "cost of living" shall be determined solely by reference to the "Revised Consumers' Price Index (all items) for Moderate Income Families in Seattle, Washington" (1947-1949 equals 100), published quarterly by the Bureau of Labor Statistics of the United States Department of Labor, hereinafter referred to as "price index".

The monthly rate of payment to be made to the Contractor by the State for maintenance services for and during any calendar year will be determined by taking the bid in the proposal and multiplying by a factor obtained by dividing the price index for February of the preceding year by the price index for February, 1957.

Within ten days after the last day of the first full calendar month following the first day of the five year maintenance period and within ten days after the last day of each and every full calendar month thereafter during the term of the contract, the Contractor shall submit an invoice to the State for the payment earned during such calendar month. The invoice for the first full calendar month after the first day of the five year maintenance period shall also include the payment earned, if any, during the interval immediately preceding such first full calendar month and after the first day of the five year maintenance period, including any fractional part of a month. The final invoice submitted by the Contractor shall include only that portion of the month up to and including the date of the expiration of the contract.

Promptly upon receipt of each of said invoices, the State will make the maintenance payment then due.

c. Amounts Owed to the State

Nothing contained in the sections of this contract or in these Special Provisions or in any other contract documents shall be construed to prevent the State from withholding or deducting from rental payments, maintenance payments, or other payments to the Contractor, the total amount of any proper claims of any type or nature whatsoever which the State shall have against the Contractor.

DAMAGES, LIQUIDATED DAMAGES, AND TERMINATION

In the event that the State has terminated the contract as herein provided, the total number of days in default shall not be in excess of the number of days reasonably required by the State to obtain completion of the installation of the toll collection facilities by other persons.

After the toll collection facilities have been placed in operation by the State, the Contractor shall pay, as liquidated damages, to the State, for each and every day, or fraction thereof, over the first 12 hours that he is in default in restoring any inoperative traffic-lane installation to an operative condition, the sum of $50.00.

In the event that the State has terminated the contract as herein provided, the total number of hours in default shall not be in excess of the number of hours reasonably required by the State to obtain restoration of the inoperative traffic-lane installation, or installations, to an operative condition by other persons.

The State may recover said liquidated damages by deducting the amount thereof out of any moneys due or that may become due to the Contractor, and if said money be insufficient to cover said liquidated damages, then the Contractor shall pay the amount due.

If the Contractor shall fail to perform the work required of him in order to complete the installation of the toll collection facilities at or prior to the date herein required, or if it shall become reasonably apparent to the Engineer that the Contractor will be unable to complete such work, or if the Contractor commits any other material breach of the contract, the State may, on written notice to the Contractor, terminate the contract. Failure of the State at any time to exercise its right to terminate shall not be deemed a waiver of said right or of any other rights or privileges accruing hereunder or by law with respect to any continuing or subsequent breaches of the contract.

If the State shall terminate the contract as above provided, no payment will be made to the Contractor thereafter unless and except to the extent that payments due and payable to him at the time of termination exceed any sums payable to the State as damages.

The right to terminate herein granted shall be in addition to and not in lieu of any and other rights accruing to the State under the contract or by law. Exercise of such right to terminate shall not be deemed a waiver of any rights of the State to recover damages for breach of contract, liquidated damages for delay in completing the toll collection facilities or in restoring any part of it to an operative condition, or any other damages sustained by the State by reason of any failure of the Contractor to comply with or perform the contract in any respect.

TITLE TO AND REMOVAL OF EQUIPMENT

The Contractor will retain legal title to all of the toll collection facilities materials, parts and equipment which are both furnished and installed by the Contractor under Alternate A. Title to the items of equipment furnished by the Contractor to the sites of the work for permanent installation by other persons will vest in the State.

The State will be entitled to possession of those materials, parts, and equipment to which the Contractor retains title, during the term of the Contract and shall have a lien against such materials, parts, and equipment to secure the State against any loss or damage arising out of any breach of the contract by the Contractor, provided that the Contractor shall have the right to remove and replace any such materials, parts, and equipment to the extent necessary to complete or maintain the toll collection facilities in accordance with the requirements of the contract. The Contractor shall, unless otherwise agreed by the State, within 30 days after the expiration of the five-year term of maintenance, remove all such materials, parts, and equipment to which he has title. Such removal shall be accomplished in accordance with such reasonable directions as may be given by the Engineer to minimize interference with bridge traffic, personnel, and organization, to prevent unnecessary damage to the property, or to coordinate with the installation of replacement materials, parts, and equipment to prevent unnecessary disruption of toll collections.

If the contract is terminated by the State by reason of any breach of the contract by the Contractor, or if the State has sustained any loss or damage by reason of any breach of the contract by the Contractor, the Contractor shall not remove any part or parts of such materials, parts and equipment without the approval of the State. The Contractor shall, within 30 days after the approval of the State, accomplish such removal according to the reasonable directions of the Engineer.

OPTION TO RENEW CONTRACTS

At the end of the first and second five year rental and maintenance contract periods the State shall have the option of renewing each contract for an additional five year period in accordance with these specifications and special provisions. The maintenance contract shall be renewable for the same monthly rate, but revised to reflect increases or decreases in the "cost of living" as described in paragraph b. Maintenance Payments above. The rental contract monthly rate shall be subject to negotiation at the end of each five year period.

SPECIAL PROVISIONS
ALTERNATE B

CONTRACTS
Under Alternate B the successful bidder will be required to enter into two contracts with the State. One will be a contract for purchase of toll collection equipment the bidder proposes to furnish and the other a maintenance contract covering this same equipment.

CONTRACT BONDS

a. Purchase Performance Bond
The successful bidder (if any) for Alternate B must, within twenty days after he has received notice of the award to him and at the time of entering into the contract, furnish a performance bond in the form prescribed by the State and in an amount equal to the total amount bid for equipment in his proposal. This bond shall be maintained until the date of final acceptance of the toll collection facilities. In the event of insolvency of the surety, the Contractor shall forthwith furnish and maintain other surety satisfactory to the State.

b. Maintenance Bond
The successful bidder (if any) for Alternate B must also, within twenty days after he has received notice of the award to him and at the time of entering into the contract, furnish a maintenance bond in the form prescribed by the State, in an amount equal to 50% of the total amount bid for equipment in his proposal or 60 times the total monthly amount bid for maintenance services in his proposal, whichever sum shall be greater. This bond shall be maintained by the Contractor until the date of termination of the contract and, in the event of insolvency of the surety, the Contractor shall forthwith furnish and maintain other surety satisfactory to the State.

MAINTENANCE RESPONSIBILITY
The Contractor's maintenance obligation under Alternate B extends to all equipment failures, equipment breakdowns, and damage to or destruction of all or any part of the toll collection facilities that may result from any defect in any equipment or materials, from failure of the Contractor to supply equipment or materials conforming to the contract and adequate to meet the performance requirements of the contract throughout the term of the contract, or from any other cause to the extent that the Contractor, in the exercise of the highest degree of care as an expert, could have foreseen and mitigated or prevented the same.

The Contractor's maintenance responsibility extends from the date of acceptance of the toll collection facilities by the Engineer until the termination of the maintenance contract. Payment for maintenance shall be as provided in Section PAYMENT of these special provisions.

If delay in restoring an inoperative traffic-lane installation to an operative cnndition, or damage to or destruction of toll collection equipment results from causes that could not be foreseen and controlled by the Contractor and without his fault or negligence, the time for restoring such inoperative traffic-lane installation to an operative condition shall be extended in whatever amount is determined by the Engineer to be equitable, and the Contractor shall repair or replace the damaged or destroyed equipment in accordance with a progress schedule approved by the Engineer and perform the necessary work at Contractor's expense. No extension of time on account of such delay will be granted unless written application therefor is filed with the Engineer within ten days after the date of the termination of the delay.

MAINTENANCE CONTRACT REQUIREMENTS

a. Maintenance Services

The Contractor shall furnish all labor and shall furnish and install all parts, units, and components thereof, except rolls of paper used by the printing recorder, required to maintain the toll system in proper operating condition for a period of five years. Such maintenance shall include all routine and preventive maintenance, all repairs required on all equipment furnished under the contract, and any other work necessary to cause the equipment to satisfy the performance requirements specified herein.

The Contractor shall inspect and perform routine and preventive maintenance services on all equipment, except as hereinbefore specified, not less than six times annually, at intervals of approximately two months.

Any interval of time during which a traffic-lane installation is inoperative because of the Contractor's scheduled inspections and routine preventive maintenance services, will not be considered inoperative time in computing periods of unsatisfactory maintenance service, if the Engineer determines that such interval of time be reasonable.

b. Unsatisfactory Maintenance Service

The Contractor will be allowed 12 hours to restore an inoperative traffic-lane installation to an operative condition.

Unless other means of notification are mutually agreed upon, the State will notify the Contractor of the inoperative condition of any traffic-lane installation by transmitting to him, at such place as he may have designated by written notice delivered to the State, a full-rate telegram.

The inoperative time of any traffic-lane installation will be considered as starting at the time the telegram is received at its telegraph-office destination, as printed on the telegram.

The Contractor shall be held responsible for proper operation of toll collection facilities during any period of failure of both normal and standby electric power.

The Contractor will be considered to have committed a material breach of the contract if the total of the inoperative times of each of the individual traffic-lane installations exceeds 12 hours in any period of 60 consecutive days. Inoperative times shall be calculated as above.

PAYMENT

The lump sum price bid for the work in the proposal shall include the compensation to be paid the Contractor for all the work to be performed under Alternate B except maintenance.

The last day of the contract period as described in Section TIME FOR COMPLETION shall be the first day of the five year maintenance contract. Maintenance payments will be earned beginning on this date. If the Contractor is granted and utilizes an extension of contract time or fails to complete the contract within the time provided, the first day of the maintenance contract will be the date of acceptance of the toll collection facilities by the Engineer. Maintenance payments will be earned beginning on this acceptance date.

a. Partial Payments

Subject to all other provisions of the Contract, partial payments will be made by the State to the Contractor, in amounts determined as follows:

At least once each month the Engineer will prepare an estimate showing the quantities of the major items of equipment furnished and satisfactorily installed. From this he shall estimate the percentage of the total contract work completed, and calculate the corresponding total sum due the Contractor. From the total sum thus computed there shall be deducted fifteen percent (15%) plus tne sum of all previous payments to the Contractor, and the resulting amount will be paid to him by the State.

While the State may do so, it shall not be required to make any partial payment at any time while the Contractor is in any way in default under the contract.

Should any defective work or material, or previously acceptable work that has been damaged by the Contractor's operations be discovered previous to the acceptance of the toll collection facilities, or should a reasonable doubt arise previous to such acceptance as to the integrity of any part of the completed work, the estimate and payment for such defective or questioned work shall not be allowed until the defect has been remedied and the cause for doubt removed.

b. Purchase Payment

Under Alternate B of this contract for purchase by the State of toll collection equipment, payment for the materials installed shall be made in accordance with sections 9.05 and 9.06 of the standard specifications.

c. Maintenance Payments

Maintenance payments will be made to the Contractor under Alternate B by the State for contract periods of five years.

The amount payable to the Contractor for maintenance services during the total period of the contract will be revised annually to reflect increases or decreases in the "cost of living", as hereinafter specified. The monthly rate of payment to the Contractor during any calendar year falling within the total contract period will remain constant.

For the purposes of this contract, the annual increase or decrease in the "cost of living" shall be determined solely by reference to the "Revised Consumers' Price Index (all items) for Moderate Income Families in Seattle, Washington" (1947-49 equals 100), published quarterly by the Bureau of Labor Statistics of the United States Department of Labor, hereinafter referred to as "price index".

The monthly rate of payment to be made to the Contractor by the State for maintenance services for and during any calendar year will be determined by taking the monthly prices bid in the proposal and multiplying by a factor obtained by dividing the price index for February of the preceding year by the price index for February, 1957.

Within ten days after the last day of the first full calendar month following the first day of the five year maintenance period, and within ten days after the last day of each and every full calendar month thereafter during the term of the Contract, the Contractor shall submit an invoice to the State for the payment earned during such calendar month.

The invoice for the first full calendar month after the first day of the five year maintenance period shall also include the payment earned, if any, during the interval immediately preceding such first full calendar month and after the first day of the five year maintenance period, including any fractional part of a month. The final invoice submitted by the Contractor shall include only that portion of the month up to and including the date of the expiration of the contract.

Promptly upon receipt of each of said invoices, the State will make the maintenance payment then due.

d. Amounts Owed to the State

Nothing contained in the sections of this contract or in these special provisions or in any other contract documents shall be construed to prevent the State from withholding or deducting from partial payments, payments upon final acceptance, maintenance payments, or other payments to the Contractor, the total amount of any proper claims of any type or nature whatsoever which the State shall have against the Contractor.

DAMAGES, LIQUIDATED DAMAGES, AND TERMINATION

In the event that the State has terminated the contract as herein provided, the total number of days in default shall not be in excess of the number of days reasonably required by the State to obtain completion of the installation of the toll collection facilities by other persons.

After the toll collection facilities have been placed in operation by the State, the Contractor shall pay, as liquidated damages, to the State for each and every day, or fraction thereof, over the first 12 hours that he is in default in restoring any inoperative traffic-lane installation to an operative condition, the sum of $50.00.

In the event that the State has terminated the contract as herein provided, the total number of hours in default shall not be in excess of the number of hours reasonable required by the State to obtain restoration of the inoperative traffic-lane installation, or installations, to an operative condition by other persons.

The State may recover said liquidated damages by deducting the amount thereof out of any moneys due or that may become due to the Contractor, and if said money be insufficient to cover said liquidated damages, then the Contractor shall pay the amount due.

If the Contractor shall fail to perform the work required of him in order to complete the installation of the toll collection facilities at or prior to the date herein required or if it shall become reasonably apparent to the Engineer that the Contractor will be unable to complete such work, or if the Contractor commits any other material breach of the contract, the State may, on written notice to the Contractor, terminate the contract. Failure of the State at any time to exercise its right to terminate shall not be deemed a waiver of said right or of any other rights or privileges accruing hereunder or by law with respect to any continuing or subsequent breaches of the contract.

If the State shall terminate the contract as above provided, no payment will be made to the Contractor thereafter unless and except to the extent that payments due and payable at the time of termination exceed any sums payable to the State as damages.

The right to terminate herein granted shall be in addition to and not in lieu of any and all other rights accruing to the State under the contract or by law. Exercise of such right to terminate shall not be deemed a waiver of any rights of the State to recover damages for breach of contract, liquidated damages for delay in completing the toll collection facilities or in restoring any part of it to an operative condition, or any other damages sustained by the State by reason of any failure of the Contractor to comply with or perform the contract in any respect.

OPTION TO RENEW CONTRACT

At the end of the first and second five year maintenance contract period the State shall have the option of renewing the maintenance contract for an additional five year period in accordance with these specifications and special provisions. The contract shall be renewed for the same monthly rate, but revised to reflect the increases or decrease in the "cost of living" as described in paragraph c. Maintenance Payments above.

SUBLETTING OR ASSIGNING THE CONTRACT

The percentage of work to be performed by the Contractor with his own organization, which is set forth in paragraph two (2) of section 8.06 of the standard specifications, is hereby changed from 70 to 50.

Paragraph three (3) of section 8.06 of the standard specifications, which permits a Contractor to name a subcontractor in his proposal to whom he proposes to subcontract particular items and in which case the percentage limitations on subcontract work would not apply, is hereby voided.

The Contractor shall perform with his own organization work amounting to not less than 50 percent of the remainder obtained by subtracting from the total original contract value the sum of any items designated hereinafter as "Specialty Items."

SPECIALTY ITEMS

No Specialty Items are designated for this project.

SPECIAL PROVISION COSTS INCLUDED IN CONTRACT PRICE

All costs incurred by reason of or in connection with the special provisions shall be included in the contract prices for the various items of work involved except in those cases where provision is made in the special provisions for the payment of specific items.

IN COMPLIANCE WITH THE PROVISIONS OF SECTION 7.02B OF THE STANDARD SPECIFICATION, PUBLIC WORKS - WAGES, THE MINIMUM WAGE RATES ARE AS FOLLOWS:

HOURLY MINIMUM WAGE RATE - SPOKANE COUNTY	
2.75	ADNUM, YEAGER OR SIM. TYPE SPREADERS
2.50	AIR COMPRESSOR
2.70	AIR COMPRESSOR-OVER 1,000 C.F. CAP. OR 2 OR MORE IN 100 FT. RADIUS
2.90	ASPHALT PLANT ENGINEER
2.95	BLADE OPERATOR-MOTOR PATROL
2.75	CEMENT HOGS
3.20	CLAMSHELL DREDGE
2.70	CONCRETE MIXER
2.95	CONCRETE ROAD PAVER
3.20	CONCRETE ROAD PAVER-DUAL
2.75	CONCRETE BATCH & WET MIX OPERATOR
3.20	CRANES, ALL
2.90	CRUSHER PLANT OPERATOR
2.50	CRUSHER FEEDER-MECH.
3.20	DERRICK OPERATOR
2.50	DISTRIBUTOR LEVERMAN
2.95	DRILLS-CHURN, CORE, CALYX & DIAMOND
2.70	FIREMAN, ASPHALT PLANT
2.50	FIREMAN & HEATER TENDERS
2.70	FINISH MACHINE OPERATOR, CONCRETE-PAVING HWY.
2.95	GENERATOR PLANT OPERATOR DIESEL ELECTRIC
2.95	HEAVY DUTY MECHANIC OR WELDER
2.50	H.D. MECHANIC OR WELDER HELPER
2.70	HOIST, SINGLE DRUM
2.95	HOIST, TWO OR MORE DRUMS
2.95	LOADER OPERATOR-FRONT END & OVERHEAD OVER 3 YDS.
2.95	MIXERMOBILE
2.50	OILER ON ALL OTHER EQUIP., EXCEPT MUCKING MACHINE
3.20	PILEDRIVER ENGINEER
2.70	POWER LOADER, BUCKET ELEVATOR OR BELT TYPE
3.20	POWER SHOVELS, DRAGLINES, CRANES, 3 YDS. & UNDER
3.50	POWER SHOVELS, DRAGLINES, CRANES OVER 3 YDS.
2.70	PUGMIXER, BOX OR SCREED OPERATOR
2.50	PUMPMAN
2.50	ROAD ROLLERS-GRADING & SURFACING
2.75	ROAD ROLLERS-FINISHING HIGH TYPE PAVT.
2.70	SCOOPMOBILES & SIM. TYPE MACHINES
2.70	STATIONARY DRAG SCRAPER OPERATOR
2.95	TOURNAPULLS & SIMILAR MACHINES
2.95	TRACTOR, CRAWLER TYPE INCL. CARRYALL TANDEM LOADERS, ETC.
2.70	TRACTOR, RUBBER TIRED FARM TYPE, USING ATTACH.
2.95	TRENCHING MACHINES
2.80	BOTTOM DUMP-12 YDS. & UNDER

HOURLY MINIMUM WAGE RATE - SPOKANE COUNTY

2.95	BOTTOM DUMP- OVER 12 YDS.
2.55	BUGGYMOBILE
2.65	DUMPTORS
2.55	DUMP TRUCK-6 YDS. & UNDER
2.65	DUMP TRUCK-OVER 6 YDS. & INCL. 12 YDS.
2.80	DUMP TRUCK-OVER 12 YDS. & INCL. 20 YDS.
2.95	DUMP TRUCK-OVER 20 YDS.
2.45	FLATBED, 2 AXLE & PICK UPS HAULING MATERIAL
2.50	FLATBED, 3 AXLE
2.65	FLATBED-USING POWER TAKE OFF
2.45	FORK LIFT-3,000 LB. & UNDER
2.65	FORK LIFT-OVER 3,000 LB.
2.50	GREASERS & TIREMEN
2.45	LEVERMAN,LOADING TRUCKS AT BUNKERS
2.65	OIL DISTRIBUTOR DRIVER
2.65	SEMI BOTTOM DUMP SPREADER-12 YDS. & UNDER
2.80	SEMI BOTTOM DUMP SPREADER-OVER 12 & INCL. 20 YDS.
2.55	SEMI-TRAILER, LOWBED, TRUCK-TRAILER
2.95	TOURNAROCKERS, ETC.
2.55	TRANSIT MIX-3 YDS. & UNDER
2.65	TRANSIT MIX-OVER 3 YDS. TO 6 YDS.
2.45	TRUCK HELPER
2.45	WATER TANK TRUCK-1,800 GALS. & UNDER
2.55	WATER TANK TRUCK-OVER 1,800 GALS. TO 4,000
2.45	WAREHOUSEMAN
2.65	ASPHALT RAKERS
2.65	BARCO TAMPER
2.55	CEMENT FINISHER TENDER
2.40	CHOKER SETTER
2.40	CONCRETE CREWS
2.40	CRUSHER FEEDER
2.55	DRILLS-CHIPPERS & VIBRATOR
2.40	DUMPMAN
2.40	FLAGMAN-TRAFFIC
2.40	FORM STRIPPERS
2.40	GENERAL LABOR
2.55	HANDLING CEMENT-SACK OR BULK
2.65	JACKHAMMER OPERATORS
2.40	METAL CULVERT PIPE LAYERS
2.70	NON-METALLIC, CLAY AND CONCRETE PIPE'LAYERS
2.55	PNEUMATIC & ELECTRIC TOOL OPERATORS
2.80	POWDERMAN
2.55	POWDERMAN HELPER
2.55	POWER DRIVEN WHEELBARROW
2.65	POWER SAW OPERATOR-BUCKING & FALLING
2.40	RIPRAP MAN-HAND PLACED
2.55	RODDERS & SPREADERS & FORM SETTERS-PAVING
2.55	SANDBLAST POT TENDER

HOURLY MINIMUM WAGE RATE - SPOKANE COUNTY

2.70	SHORING-OPEN DITCH
2.40	TIMBER FALLER & BUCKER
2.65	WAGON DRILL OPERATOR
2.40	WAGON DRILL HELPER
3.22	BOOM MEN
2.94	CARPENTER
3.04	CEMENT MASON
3.05	IRON WORKER-REINFORCING
3.25	IRON WORKER-STRUCTURAL
3.12	PILEDRIVER
3.09	STATIONARY POWER SAW OPERATOR
3.19	POWER TROWELING MACHINE, POWER MACHINE & POWER TOOL OPERATOR
3.20	ELECTRICIAN (SPOKANE)
2.88	PAINTER, BRUSH (SPOKANE)
3.03	PAINTER SPRAY (SPOKANE)
3.03	PAINTER, STEEL (SPOKANE)
3.03	SANDBLASTER (SPOKANE)

PERFORMANCE BOND

KNOW ALL MEN BY THESE PRESENTS, That _____ a corporation formed and existing under the laws of the state of _____, as principal, and _____, a corporation formed and existing under the laws of the state of _____, having its principal office at _____ which is legally authorized to conduct business in the State of Washington and to guarantee the performance of contracts, other than insurance policies, and execute and guarantee bonds and undertakings required or permitted in all actions or proceedings, or by law allowed, as surety, are held and firmly bound into the State of Washington, its successors and assigns, hereinafter called the obligee, in the sum of _____ Dollars ($_____) in lawful money of the United States, for the payment of which, well and truly to be made, we bind ourselves, our heirs, executors, administrators, successors, and assigns, jointly and severally, by these presents.

WHEREAS the principal has heretofore submitted to the obligee a written proposal to perform Alternate ____ of the Toll Collection Facilities Contract for the Maple Street Bridge, Spokane, Washington, and

WHEREAS the obligee has accepted said proposal and thereby awarded to the principal a contract, hereinafter called "the Contract," for the performance of the work described in said proposal and upon the terms, specifications, and conditions set forth in said proposal and all documents comprising parts thereof;

INFORMATIONAL COPY

NOW, THEREFORE, the condition of this obligation is such that if the principal shall faithfully perform each and all of the terms, specifications, covenants, and conditions of the Contract, except those pertaining to the furnishing of maintenance services, on its part to be kept and performed, according to the tenor thereof, and within the time limits prescribed therein; and shall fully idemnify and save harmless the obligee from all costs and damage which the obligee may suffer by reason of the principal's failure so to perform; and shall fully reimburse the obligee for all outlay and expense which the obligee may incur in making good any such default; and shall fully pay the lawful claims of all subcontractors, material men, and laborers, for whose benefit, as well as the benefit of the obligee, this undertaking is made, for labor performed and materials furnished in completing the Contract, then this obligation shall be null and void; otherwise it shall remain in full force and effect.

The surety hereby agrees that any granting of extensions of time for the completion of the work specified in the Contract, or any modifications, omissions, or additions made in or to the terms of the Contract, shall not in any way diminish the obligation of the surety hereunder.

Provided, however, that this obligation shall terminate and be null and void if the obligee shall annul the award of the Contract to the principal under the provisions of the above-described proposal, and provided further that in no event shall the liability of the surety hereunder for any and all claims exceed the amount of this obligation as hereinabove stated.

INFORMATIONAL COPY

IN WITNESS WHEREOF, the principal and the surety have signed and sealed this instrument at _____, Washington, on the _____ day of _____ 195___.

_____ Principal

By _____

_____
(Title)

_____ Surety

By _____

_____
(Surety's Address)

_____
(Title)

---

(1) If the principal is a partnership, joint venture, or other form of business organization, the state in which it is formed, and the names of the partners, joint venturers, etc., should be stated. If the principal is a sole proprietorship operating under a trade name, this fact should be stated.

(2) If the surety is a corporation, the bond must be accompanied by (1) a certificate of the Insurance Commissioner that such surety company is authorized to transact business in Washington (however, such a certificate need not be furnished if the surety company has furnished such a certificate to the State of Washington within 60 days previous to the date

INFORMATIONAL COPY

of the execution of this bond, and, provided further, that the surety company is still authorized to transact surety business in Washington and that said certificate is still in full force and effect as of the date of the execution of this bond); (2) a power of attorney from said surety company showing the authority of the agent to execute the bond on its behalf, which power of attorney must be dated not more than 90 days previous to the date of execution of the bond; (3) a recent financial statement of the surety company; and (4) where the bond exceeds 10% of the capital and surplus of the surety company signing the bond, a certificate showing that the excess amount has been reinsured in some other surety company licensed to do business in Washington.

If the bond is executed by natural persons as sureties, the description of the sureties must, of course, be appropriate and affidavits in justification of sureties must be completed in detail, or in lieu of said affidavits, a certificate of the county auditor of the county in which said sureties reside or have property may be furnished. Said affidavits must state that in said auditor's judgment the sureties possess the qualifications required by the State of Washington.

INFORMATIONAL COPY

MAINTENANCE BOND

KNOW ALL MEN BY THESE PRESENTS, That _____

_____ a corporation formed and existing under the laws of the state of _____

_____[1], as principal, and _____[2],

a corporation formed and existing under the laws of the state of _____,

having its principal office at _____,

which is legally authorized to conduct business in the State of Washington and to guarantee the performance of contracts, other than insurance policies, and execute and guarantee bonds and undertakings required or permitted in all actions or proceedings, or by law allowed, as surety, are held and firmly bound unto the State of Washington, its successors and assigns, hereinafter called the obligee, in the sum of _____

_____Dollars ($_____) in lawful money of the United States, for the payment of which, well and truly to be made, we bind ourselves, our heirs, executors, administrators, successors, and assigns, jointly and severally, by these presents.

WHEREAS the principal has heretofore submitted to the obligee a written proposal to perform Alternate ____ of the Toll Collection Facilities Contract for the Maple Street Bridge, Spokane, Washington and

INFORMATIONAL COPY

WHEREAS the obligee has accepted said Proposal and thereby awarded to the principal a contract, hereinafter called "The Contract," for the performance of the work described in said Proposal, and upon the terms, specifications, and conditions set forth in said Proposal and all documents comprising parts thereof,

NOW, THEREFORE, the condition of this obligation is such that if the principal shall faithfully perform each and all of the terms, specifications, covenants, and conditions

of the Contract pertaining to the furnishing of maintenance services, on its part to be kept and performed, according to the tenor thereof, and within the time limits prescribed therein; and shall fully indemnify and save harmless the obligee from all costs and damage which the obligee may suffer by reason of the principal's failure so to perform; and shall fully reimburse the obligee for all outlay and expense which the obligee may incur in making good any such default; and shall fully pay the lawful claims of all subcontractors, material men, and laborers, for whose benefit, as well as the benefit of the obligee, this undertaking is made, for labor performed and materials furnished in completing the Contract, then this obligation shall be null and void; otherwise it shall remain in full force and effect.

The surety hereby agrees that any granting of extensions of time for the completion of the work specified in the Contract, or any modifications, omissions, or additions made in or to the terms of the Contract, shall not in any way diminish the obligation of the surety hereunder.

Provided, however, that this obligation shall terminate and be null and void if the obligee shall annul the award of the Contract to the principal under the provisions of the above-described proposal; and provided further that in no event shall the liability of the surety hereunder for any and all claims exceed the amount of this obligation as hereinabove stated.

IN WITNESS WHEREOF, the principal and the surety have signed and sealed this instrument at _____, Washington on the _____ day of _____, 195__.

_____ Principal

By _____

_____ (Title)

INFORMATIONAL COPY

_____ Surety

By_____

_____ (Surety's Address)

_____ (Title)

(1)

If the principal is a partnership, joint venture, or other form of business organization other than a sole proprietorship, the type of business organization, the state in which it is formed, and the names of the partners, joint venturers, etc., should be stated. If the principal is a sole proprietorship operating under a trade name, this fact should be stated.

(2)

If the surety is a corporation, the bond must be accompanied by (1) a certificate of the Insurance Commissioner that such surety company is authorized to transact business in Washington (however, such a certificate need not be furnished if the surety company has furnished such a certificate to the State of Washington within 60 days previous to the date of the execution of this bond, and, provided further, that the surety company is still authorized to transact surety business in Washington and that said certificate is still in full force and effect as of the date of the execution of this bond); (2) a power of attorney from said surety company showing the authority of the agent to execute the bond on its behalf, which power of attorney must be dated not more than 90 days previous to the date of execution of the bond; (3) a recent financial statement of the surety company; and (4) where the bond exceeds 10% of the capital and surplus of the surety company signing the bond, a certificate showing that the excess amount has been reinsured in some other surety company licensed to do business in Washington.

INFORMATIONAL COPY

If the bond is executed by natural persons as sureties, the description of the sureties must, of course, be appropriate and affidavits in justification of sureties must be

mpleted in detail, or in lieu of said affidavits, a certificate of the county auditor of he county in which said sureties reside or have property may be furnished. Said affidavits ust state that in said auditor's judgment the sureties possess the qualifications required by the State of Washington.

INFORMATIONAL COPY

P R O P O S A L

To the Director of Highways
Olympia, Washington

Dear Sir:

The undersigned hereby certif_____that_____ha_____examined the location of the Maple Street Bridge in the City of Spokane, Spokane County, Washington, at it's crossing over the Spokane River, for furnishing and maintaining toll collection facilities, a State project, and ha_____read and thoroughly understand____the plans, specifications and contract governing the work embraced in this improvement, and the method by which payment will be made for said work, and hereby propose____ to undertake and complete the work embraced in this improvement, or as much thereof as can be completed with the money available, in accordance with the said plans, specifications and contract, and the following schedule of rates and prices:

(NOTE: Unit prices for all items, all extensions, and total amount of bid, should be shown. Show unit prices both in writing and in figures.)

ALTERNATE A

1. Rental of Toll Collection Equipment per Month,
_____ Dollars ($)
2. Maintenance of Toll Collection Equipment per Month,
_____ Dollars ($)

ALTERNATE B

1. Sale of Toll Collection Equipment to State (Lump Sum),
_____ Dollars ($)
2. Maintenance of Toll Collection Equipment per Month,
_____ Dollars ($)

NOTE: The Contractor may bid on either Alternate A or Alternate B or on both Alternates A & B.

INFORMATIONAL COPY

The undersigned hereby agrees to pay to labor not less than the hourly minimum rates of wages set forth in these special provisions.

A proposal guaranty in an amount of five percent (5%) of the total bid, based upon the approximate estimate of quantities at the above prices and in the form as indicated below, is attached hereto:

☐ Certified Check: ☐ Cashier's Check: ☐ Cash, in the amount of

_____ dollars ($),

payable to the State Treasurer of Washington;

Proposal Bond in the amount of five percent (5%) of the bid.

Dated at _____ this _____ day of _____ 19____.

_____

Address of Bidder:
(Principal place of Business) _____

_____

_____

_____

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NOTICE TO BIDDER

(1) If the Bidder is a corporation, this proposal must be executed by its duly authorized officials.

(2) Please refer to Section 2.05 of these specifications re: "Preparation of Proposal".

PLANS
Vancouver Interstate Bridge 1956

Interstate Bridge over Columbia River and Oregon Slough Bridge

March 1, 1956

Peter Kiewit Sons' Co.
Massman Construction Co.
Kuckenberg Const. Co.
Morrison-Knudsen Co., Inc.
General Construction Co., Portland
General Construction Co., Seattle (3840 Iowa)
Guy F. Atkinson Co.
Fred J. Early Jr., Co., Inc.
Bethlehem Pacific Coast Steel Corp.
United States Steel Corp., American Bridge Div.
Pacific Car & Foundry Co.
Ben C. Gerwick, Inc.
Moore Dry Dock Co.
John F. Beasley Construction Co.
General Construction Co., Seattle (P. O. Box 3328)
Pacific Bridge Co.
Allied Structural Steel Companies
MacRae Bros. & Intrusion-Prepakt Inc.
Condon-Cunningham Co.
Macco Corp.
Ben C. Gerwick Inc. & M & K Corp.

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FEB 29 1956
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7403

February 29, 1956

Northwest Engineering Electric Company
616 Sixth Avenue South
Seattle 4, Washington

Attention: Mr. D. A. Smith
Engineer

Gentlemen:

As requested in your letter of February 27, we have attached a list of contractors who hold bidding plans on the Interstate Bridge. To this list should be added the names of the Independent Iron Works, 8th & Pine Streets, Oakland, California, and a joint venture between Ben C. Gerwick, Inc., and M & K Corporation, 112 Market Street, San Francisco.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

FAQ:fp
Enc.

MOTORS • CONTROL • CONTRACTORS • DESIGNERS

NEECO

NORTHWEST
ENGINEERING ELECTRIC COMPANY

616 SIXTH AVENUE SOUTH PHONE SENECA 6420-6421
SEATTLE 4, WASHINGTON

February 27, 1956

Oregon State Highway Department
Salem, Oregon

Gentlemen:

Will you kindly send us the list of general bidders on the Interstate Bridge No. 7333.

Thanking you for your attention, we are,

Very truly yours,

NORTHWEST ENGINEERING ELECTRIC CO.

D. A. Smith

D. A. Smith,
Engineer

DAS:mt

REFERRED TO
BY SECRETARY

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[illegible]
STATE HIGHWAY COMMISSION

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February 23, 1956

Daily Construction Service
9 Main Street
San Francisco 19, California

ATTN: Joseph F. Asiano, Editor

Gentlemen:

Attached is a list of bidding plan holders for the Interstate Bridge between Portland, Oregon, and Vancouver, Washington, as requested in your letter of February 20, 1956.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

FAQ:cu

Daily CONSTRUCTION Service

PUBLISHED IN
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9 MAIN STREET
SAN FRANCISCO 19, CALIF.

FEBRUARY 20, 1956

VIA AIR MAIL

OREGON STATE HIGHWAY COMMISSION
STATE HIGHWAY BUILDING
SALEM, OREGON,

GENTLEMEN:

WE ARE INTERESTED IN RECEIVING, IF POSSIBLE, A LIST OF PLAN HOLDERS FOR THE INTERSTATE BRIDGE AND THE OREGON SLOUGH BRIDGE; BIDS TO BE OPENED AT 9:00 A.M. MARCH 1, AT THE IMPERIAL HOTEL IN PORTLAND.

WILL YOU PLEASE SUPPLY US WITH SUCH A LIST? THANK YOU.

CORDIALLY,

DAILY CONSTRUCTION SERVICE,

Joseph F. Asiano

JOSEPH F. ASIANO, EDITOR,

JFASIANO/BS

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COOS BAY
CHAS. H. REYNOLDS, MEMBER
LA GRANDE
M. K. McIVER, MEMBER
PORTLAND
H. B. GLAISYER
SECRETARY

OREGON STATE HIGHWAY DEPARTMENT

SALEM

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STATE HIGHWAY ENGINEER
W. C. WILLIAMS
1ST ASST. STATE HWY. ENGR.
W. W. STIFFLER
2ND ASST. STATE HWY. ENGR.
C. W. ENFIELD
CHIEF COUNSEL

February 20, 1956

IN REPLY PLEASE REFER TO

Members of State Highway Commission

NOTED
State Highway Engineer

Gentlemen:

I attach hereto a copy of a letter that I have just received from Mr. W. A. Bugge, Director of Highways of the State of Washington, regarding the opening of bids for the proposed interstate bridge.

The arrangements referred to in the second paragraph of Mr. Bugge's letter includes a conference among representatives of the Washington State Highway Commission, the Washington Toll Bridge Authority, and the Oregon State Highway Commission at 3:00 p.m. on March 1st to discuss the bids that may be received at 9:00 a.m. on that day.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

HBG:jmc

cc: R. H. Baldock

RECEIVED
FEB 21 1956
OFFICE OF
STATE HIGHWAY ENGINEER

W. A. BUGGE, CHAIRMAN
TACOMA
R. E. MENDEL, MEMBER
ENUMCLAW
E. C. HUNTLEY, MEMBER
ORLAND
M. E. MORGAN, MEMBER
LONGVIEW
OSCAR E. STONE, MEMBER
SPOKANE

STATE OF WASHINGTON
ARTHUR B. LANGLIE, GOVERNOR

DISTRICT OFFICES
NO. 1 SEATTLE 4
4720 SPOKANE ST.
NO. 2 WENATCHEE
P. O. BOX 98
NO. 3 OLYMPIA
P. O. BOX 567
NO. 4 VANCOUVER
4800 MAIN STREET
NO. 5 YAKIMA
P. O. BOX 38
NO. 6 SPOKANE 21
N. 3620 MAYFAIR ST.

WASHINGTON
STATE HIGHWAY COMMISSION
DEPARTMENT OF HIGHWAYS

W. A. BUGGE, DIRECTOR

TRANSPORTATION BUILDING
OLYMPIA

February 16, 1956

Mr. H. B. Glaisyer, Secretary
Oregon State Highway Commission
Salem, Oregon

Dear Mr. Glaisyer:

In regard to the proposed opening of bids on the Interstate Bridge to be held at the Imperial Hotel, Portland, at 9:00 a.m., Thursday, March 1, 1956, I plan to be in attendance and likewisw there will be representatives of the Washington Toll Bridge Authority and the State Highway Commission.

The arrangements that you have worked out appear to be quite satisfactory and I am sure that agreements can be arranged mutually by both the representatives of the Toll Bridge Authority and the Highway Commissions as to the status of the award of the proposed project.

Very truly yours,

W. A. BUGGE
Director of Highways

WAB/rr

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FEB 20 1956
STATE HIGHWAY COMMISSION

NOTED
H. B. GLAISYER

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February 17, 1956

Mr. W. A. Bugge
Department of Highways
Transportation Building
Olympia, Washington

Attention: R. H. Kenyon

Dear Sir:

Attached is a complete list of contractors who have been furnished plans and bidding proposals for the Interstate Bridge between Portland and Vancouver on which bids are to be opened on March 1.

Those contractors who have received bidding proposals since our last list, dated February 2, may be identified by the date that plans were sent to them or the date of prequalification.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

FAQ:eu
enc.

cc: G. S. Parson

cc: F. M. Stephenson

7971

4653

INTERSTATE BRIDGE

Bid Copies Issued to 2-2-56

		Prequalified In Oregon	Prequalified In Wash.	Plans Sent	
1.	U. S. Steel Corporation	Yes	Yes	1-16-56	
2.	Fred J.Early, Jr., Inc.	Yes	Yes	1-16-56	
3.	Bethlehem Pacific Coast Steel	Yes	Yes	1-16-56	
4.	Guy F. Atkinson Co.	Yes	Yes	1-16-56	
5.	General Construction Co.	Yes	Yes	1-16-56, 1-18-56	
6.	Morrison-Knudsen Co.	Yes	Yes	1-16-56	
7.	Kuckenberg Construction Co.	Yes	Yes	1-16-56	
8.	Pacific Bridge Co.	Yes	Yes	1-17-56	
9.	Peter Kiewit Sons'Co.	Yes	Yes	1-17-56	
10.	Haseman Construction Co.	Yes	~~No~~ 2-2-56 Yes	1-18-56	
11.	Moore Dry Dock Co.	Yes	Yes	1-20-56	
12.	Pacific Car & Foundry	Yes	Yes	1-20-56	
13.	Ben C. Gerwick	Yes	Yes	1-20-56	
	~~(Subsequent to 1-20-56)~~				
14.	John F. Beasley Construction Co.	Yes	Yes	1-23-56	
15.	Condon-Cunningham	Yes	~~No~~ Yes 2-14	~~1-23-56~~	~~Info~~ Bid sent 2-15
16.	Mosso Corp.	Yes	~~No~~ Yes 2-17	~~1-23-56~~	~~Info~~ Bid sent 2-17
17.	Kansas City Bridge Co.	For $3,000,000	No	1-24-56	Info
18.	Donald M. Drake Co.	$2,250,000	No	1-26-56	Info
19.	MacRae Bros. and Intrusion Prepakt	Yes	Yes 2-10 MacRae only	1-31-56	~~Info~~ Bid sent 2-10
20.	Allied Structural Steel Co.	yes	yes	2-9-56	
21.	Ben C Gerwick and M & K Corp. - joint venture	yes	yes	2-17-56	
22.	Independent Iron Works	yes	yes	2-24-56	

7171

4653

INTERSTATE BRIDGE

Bid Copies Issued to 2-2-56

1. U. S. Steel Corporation
   525 William Penn Place
   Pittsburgh 30, Pennsylvania

2. Fred J. Early, Jr., Inc.
   369 Pine Street
   San Francisco, California

3. Bethlehem Pacific Coast Steel Corp.
   20th and Illinois Streets
   San Francisco, California

4. Guy F. Atkinson Co.
   10 West Orange Avenue South
   San Francisco, California

   2800 N. W. Front Avenue
   Portland 10, Oregon

5. General Construction Co.
   P. O. Box 3328
   (3840 Iowa Avenue.)
   Seattle, Washington

6. Morrison-Knudsen Company, Inc.
   319 Broadway
   Boise, Idaho

7. Kuckenberg Construction Co.
   11104 N. E. Holman
   Portland, Oregon

8. Pacific B ridge Co.
   256 Montgomery St.
   San Francisco 4, Calif.

9. Peter Kiewit Sons' Co.
   P. O. Box 531
   Vancouver, Washington
   (6160 N. E. Hwy. 99)

   1024 Omaha National Bank Bldg.
   Omaha, Neb.

10. Massman Construction Co.
    1221 Baltimore,
    Kansas City 5, Missouri

11. Moore Dry Dock Co.
Foot of Adeline St.
Oakland, California

12. Pacific Car & Foundry
4th and Factory Street
Renton, Washington

13. Ben C. Gerwick, Inc.
112 Market Street
San Francisco, California

14. John F. Beasley Construction Co.
20 N. Wacker Drive
Chicago, Illinois

15. Condon-Cunningham
4229 Lafayette Avenue
Omaha, Nebraska

16. MacRae Bros & Intrusion Prepakt
5900 - 1st Avenue South
Seattle, Washington

17. Allied Structural Steel Co.
20 N. Wacker Drive
Chicago 6, Illinois

11. Moore Dry Dock Co.
Foot of Adeline St.
Oakland, California

12. Pacific Car & Foundry
4th and Factory Street
Renton, Washington

13. Ben C. Gerwick, Inc.
112 Market Street
San Francisco, California

14. John F. Beasley Construction Co.
20 N. Wacker Drive
Chicago, Illinois

15. Condon-Cunningham
4229 Lafayette Avenue
Omaha, Nebraska

16. MacRae Bros & Intrusion Prepakt
5900 - 1st Avenue South
Seattle, Washington

17. Allied Structural Steel Co.
20 N. Wacker Drive
Chicago 6, Illinois

OREGON STATE HIGHWAY COMMISSION

CONTRACTORS TO WHICH BIDDING PLANS HAVE BEEN FURNISHED

AS OF FEBRUARY 23, 1956

FOR PROJECTS ON WHICH BIDS ARE TO BE RECEIVED MARCH 1 AND 2, 1956

March 1, 1956

County	Project Name
(1) Baker	Muddy Cr. School-Haines Jct. and Middle Unit, Rock Cr.-Haines Sections stone base and oiling

Babler Bros.
Russell Olson Const. Co., Inc.
J. N. Conley
J. C. Compton Co.
Central Heating Co.
Newport Const. Co.
N. A. Toole Const. Co.
Arthur Simonsen & Co.
C. C. Meisel
E. H. Itschner Co.

(2) Curry — Mussel Creek Slide Correction Project

Babler Bros.
Walter Goodat
Peter Kiewit Sons Co.
Coos Bay Dredging Co., Inc.
L. C. Daniel
Glen Ousley
C. J. Eldon, Contractor
Schrader Const. Co.
Kuckenberg Const. Co.
J. M. Arenz
Fred H. Stegeman & Assoc.
Q. L. Rutener, Inc.
Mack Slate, Jr.
F. E. Wilburn
Sig Andersson

(3) Douglas

Glendale (Pacific Ave.) Paving Project

Warren Northwest, Inc.
Central Heating Co.
Rogue River Paving Co.
Roseburg Paving Co.

(4) Douglas

Riddle (Main St.) Grading and Paving Project

Warren Northwest, Inc.
Central Heating Co.
Rogue River Paving Co.
Roseburg Paving Co.

(5) Josephine

West Fork Illinois River Bridge

Tom Lillebo
Hamilton & Thoms
Natt McDougall Co. Contractors
Soule Steel Co.
Ausland Const. Co.
Bethlehem Pacific Coast Steel Corp.

(6) Klamath

Little Deschutes River Bridge Widening

R. H. Jones
Concrete Structures
Roger E. Holmes
C. P. Patterson
Gaylord Const. Co.

(7) Lincoln

Yaquina River Bridge

American Brdige Div. of U. S. Steel Corp.
Peter Kiewit Sons Co.
West Coast Steel Works
Gunderson Bros. Engineering Corp.
Tom Lillebo
Hamilton & Thoms
The Gilpin Construction Co.
Gate City Steel, Inc., Boise

(7) Lincoln

Yaquina River Bridge - Continued

American Bridge Div. of U.S. Steel, San Francisco, Calif.
American Bridge Div. of U.S. Steel, Chicago, Ill.
C. J. Eldon Contractor
Soule Steel Co.
Hannan Bros. Co.
Bethlehem Pacific Coast Steel Corp.

(8) Lincoln

Newport Rock Production Project

E. C. Hall Co.
J. N. Conley
Newport Const. Co.
Calkins Crushing Co.
C. C. Meisel

(9) Malheur

Adrian Rock Production Project

N. A. Toole Const. Co.
C. E. Leseberg
Richard Beshey
E. H. Itschner Co.

(10) Marion

Stayton-Sublimity Overcrossing and Mill Creek Bridge

Babler Bros.
Johnston & Bryant
Tom Lillebo
Hamilton & Thoms
Natt McDougall Co. Contractors
C. J. Eldon Contractor
Schrader Const. Co.
Soule Steel Co.
Lockyear & White, Inc.
Hannan Bros. Co.

(11) Multnomah

S. E. Stark St.-Powell Valley Rd. Section grading and paving

Babler Bros.
The United Contracting Co.
Parker Schram Co.
Warren Northwest, Inc.
J. N. Conley
Central Heating Co.
Porter W. Yett
Newport Const. Co.
Central Paving Co.
Vernie Jarl
T. W. Thomas
C. C. Meisel
Oregon Asphaltic Paving Co.
K. F. Jacobsen & Co., Inc.

(12) Multnomah

Powell Blvd. at 122nd & 136th Avenues Traffic Signal Installation

Rochat Electric
Trowbridge Electric Co.
W. R. Grasle Co.
L. J. Proby

(13) Multnomah, Clackamas and Washington

Portland Area Aerial Photography and Mosaic Project

K. B. Wood & Associates, Inc.
Aero Service Corp.
Delano Aerial Surveys
Jack Ammann Photogrammetric Engrs.
Columbia Aerial Survey Inc.

(14) Union and Baker

La Grande-North Powder Pavement Sealing and Rock Production Project

Babler Bros.
Russell Olson Const. Co., Inc.
J. N. Conley
J. C. Compton Co.
Newport Const. Co.

(14) Union and Baker

La Grande-North Powder Pavement Sealing and Rock Production Project - Continued

Central Paving Co.
N. A. Toole Const. Co.
Vernie Jarl
Arthur Simonsen & Co.
C. C. Meisel
E. H. Itschner Co.

(15) Washington

Cornelius-Hillsboro Unit, Forest Grove-Hillsboro Section
grading and paving

Babler Bros.
E. C. Hall Co.
The United Contracting Co.
J. Ira McNutt Const. Co.
Parker Schram Co.
Warren Northwest, Inc.
Kuckenberg Const. Co.
J. N. Conley
J. C. Compton Co.
Central Heating Co.
Porter W. Yett
Newport Const. Co.
Vernie Jarl
C. C. Meisel
K. F. Jacobsen & Co., Inc.
J. M. Arenz

March 2, 1956

(16) Coos

Davis Creek-Bethel Creek Section
grading and oiling

Peter Kiewit Sons Co.
Coos Bay Dredging Co., Inc.
L. C. Daniel
J. Bacaloff Co.
Glen Ousley
J. C. Compton Co.
C. J. Eldon Contractor

(16) Coos

Davis Creek-Bethel Creek Section - Continued

Don Greene & M. K. Buick
Martin Kincheloe
Q. L. Rufener, Inc.
Mack Slate, Jr.

(17) Coos

Yellow Creek Section
grading and stone base

Coos Bay Dredging Co., Inc.
L. C. Daniel
J. Bacaloff Co.
Glen Ousley
Woodward & Son & Barklow
Don Greene & M. K. Buick
Martin Kincheloe
Fred H. Stegeman & Assoc.
Q. L. Rufener, Inc.
Mack Slate, Jr.
Sig Anderson

(18) Douglas

Shady Point-Myrtle Creek
Illumination Installation

Rochat Electric
Trowbridge Elect. Co.
L. H. Morris Electric Co.

(19) Grant

Beech Creek-Mt. Vernon Rock Production

N. A. Toole Const. Co.
Arthur Simonsen & Co.
E. H. Itschner Co.

(20) Jackson

12th St.-Boyd St. (Medford) Paving Project

The United Contracting Co.
J. C. Compton Co.
Rogue River Paving Co.

(21) Lane

Willamette River (Springfield) Bridge

American Br. Div. of U.S. Steel Corp., Portland
The United Contracting Co.
Peter Kiewit Sons Co.
Gunderson Bros. Engineering Corp.
Tom Lillebo
Hamilton & Thoms
The Gilpin Construction Co.
W. H. Shields Const. Co.
American Br. Div. of U.S. Steel Corp., San Francisco, Calif.
American Br. Div. of U.S. Steel Corp., Chicago 4, Ill.
Natt McDougall Co. Contractors
Central Heating Co.
C. J. Eldon Contractor
Schrader Const. Co.
Soule Steel Co.
T. C. Wildish
Bethlehem Pacific Coast Steel Corp.
Miller & Strong, Inc.
Pacific Car & Foundry Co.
L. F. Henshaw
Gate City Steel, Inc.

(22) Lane

Goshen-Anlauf Unit
Illumination Installation

Rochat Electric
Trowbridge Elect. Co.
L. H. Morris Electric Co.

(23) Linn

Tangent Jct.-Oak Cr. School Section
paving

The United Contracting Co.
Parker Schram Co.
Warren Northwest, Inc.
J. C. Compton Co.
Central Heating Co.
Porter W. Yett
Central Paving Co.
Lebanon & Harrisburg Sand & Gravel Co.
J. H. Gallagher & Sons

(24) Linn

Mill City (S.E. Fairview St.) Paving Project

The United Contracting Co.
Corvallis Sand & Gravel Co.
Warren Northwest, Inc.
Central Heating Co.
Central Paving Co.
Salem Black Top Paving Co.
Lebanon & Harrisburg Sand & Gravel Co.
J. H. Gallagher & Sons

(25) Malheur

Folly Farm Rock Production Project

J. C. Compton Co.
N. A. Toole Const. Co.
C. E. Leseberg
Richard Beshey
E. H. Itschner Co.

(26) Malheur

Olds Ferry Interchange Overcrossing

Schrader Const. Co.
Marshall Const. Co.
Hannan Bros. Co.
White Bros. Co.
John H. Wise & Son, Inc.
Eagle Construction Co., Inc.

(28) Multnomah

Rooster Rock Park Interchange
roadbed widening and paving

Babler Bros.
E. C. Hall Co.
The United Contracting Co.
J. Ira McNutt Const. Co.
Frank Lyons & Co.
Parker Schram Co.
Warren Northwest, Inc.
Kuckenberg Const. Co.
J. N. Conley
Natt McDougall Co. Contractors
Porter W. Yett
Newport Const. Co.
C. J. Eldon Contractor

(28) Multnomah

Rooster Rock Park Interchange - Continued

Schrader Const. Co.
Fred H. Slate Co., Oreg. Ltd.
Vernie Jarl
Allum Bros.
C. C. Meisel
Erickson Paving Co.
Inland Const. Co.
Oregon Asphaltic Paving Co.
K. F. Jacobsen & Co., Inc.
R. A. Heintz Const. Co.
John Havlick, Jr.
Erland & Blickle

(29) Tillamook

Tillamook-Donaldson Creek Section
structure, grading and paving

E. C. Hall Co.
The United Contracting Co.
Coos Bay Dredging Co., Inc.
J. Ira McNutt Const. Co.
Hamilton & Thoms
Kuckenberg Const. Co.
J. C. Compton Co.
Natt McDougall Co. Contractors
C. J. Eldon Contractor
Schrader Const. Co.
Fred H. Slate Co., Oreg. Ltd.
Vernie Jarl
Allum Bros.
Soule Steel Co.
Inland Const. Co.
Bethlehem Pacific Coast Steel Corp.
White Bros. Co.
Grimstad & Vanderveldt
John Havlick, Jr.
Gate City Steel, Inc.

(30) Yamhill

Amity (4th & Stanley Sts.) Paving Project

The United Contracting Co.
The Gilpin Construction Co.
Warren Northwest, Inc.
J. C. Compton Co.
Central Paving Co.
Art A. Anderson

(31) Yamhill

Valley Junction-Sheridan Section
South Yamhill River Bridge and
East Sheridan Overcrossing

Babler Bros.
Peter Kiewit Sons Co.
United Builders, Inc.
Tom Lillebo
Hamilton & Thoms
Kuckenberg Const. Co.
Natt McDougall Co. Contractors
C. J. Eldon Contractor
Schrader Const. Co.
Harold W. Burch
Soule Steel Co.
Hannan Bros. Co.
Gate City Steel Inc.

3971
4453

February 2, 1956

Mr. W. A. Bugge
Director of Highways
220 Transportation Building
Olympia, Washington

Attention: Mr. R. H. Konyon

Dear Sir:

Attached is an up-to-date list of plan holders on the Interstate Bridge between Portland and Vancouver. The list is composed only of those firms that have indicated that they wish to bid as principal contractors.

We have your letter raising Kuckenberg Construction Company's rate, so they are now cleared to bid this project.

Massman Construction Co. have written us, indicating that they have taken steps to prequalify with your office.

John F. Beasley Construction Co. have been issued bidding forms since the last list was sent to you.

The others shown with informational material may or may not bid, depending upon whether their prequalification status is cleared.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

PAQ:fp
Enc.

cc Mr. C. S. Paxson
Mr. P. M. Stephenson

INTERSTATE BRIDGE

Bid Copies Issued to 2-2-56

	Prequalified In Oregon	Prequalified In Wash.	Plans Sent	
1. U. S. Steel Corporation	Yes	Yes	1-16-56	
2. Fred J.Early, Jr., Inc.	Yes	Yes	1-16-56	
3. Bethlehem Pacific Coast Steel	Yes	Yes	1-16-56	
4. Guy F. Atkinson Co.	Yes	Yes	1-16-56	
5. General Construction Co.	Yes	Yes	1-16-56,1-18-56	
6. Morrison-Knudsen Co.	Yes	Yes	1-16-56	
7. Kuckenberg Construction Co.	Yes	Yes	1-16-56	
8. Pacific Bridge Co.	Yes	Yes	1-17-56	
9. Peter Kiewit Sons'Co.	Yes	Yes	1-17-56	
10. Wasmman Construction Co.	Yes	No	1-18-56	
11. Moore Dry Dock Co.	Yes	Yes	1-20-56	
12. Pacific Car & Foundry	Yes	Yes	1-20-56	
13. Ben C. Gerwick (Subsequent to 1-20-56)	Yes	Yes	1-23-56	
14. John F. Beasley Construction Co.	Yes	No	1-23-56	Info
15. Gordon-Cunningham	Yes	No	1-23-56	Info
16. Mosso Corp.	For $3,000,000	No	1-24-56	Info
17. Kansas City Bridge Co.	$2,250,000	No	1-26-56	Info
18. Donald M. Drake Co.	Yes	MacRae only	1-31-56	Info
19. MacRae Bros. and Intrusion Prepakt				

19-11

46 53

INTERSTATE BRIDGE

Bid Copies issued to noon 1-20-56

		Prequalified In Oregon	Prequalified In Wash.	Plans Sent
1.	U. S. Steel Corporation	Yes	Yes	1-16-56
2.	Fred J.Early, Jr., Inc.	Yes	Yes	1-16-56
3.	Bethlehem Pacific Coast Steel	Yes	Yes	1-16-56
4.	Guy F. Atkinson Co.	Yes	Yes	1-16-56
5.	General Construction Co.	Yes	Yes	1-16-56, 1-18-56
6.	Morrison-Knudsen Co.	Yes	Yes	1-16-56
7.	Kuckenberg Construction Co.	Yes	Yes	1-16-56
8.	Pacific Bridge Co.	Yes	Yes	1-17-56
9.	Peter Kiewit Sons Co.	Yes	Yes	1-17-56
10.	Mannan Construction Co.	Yes	No	1-18-56
11.	Moore Dry Dock Co.	Yes	Yes	1-20-56
12.	Pacific Car & Foundry	Yes	Yes	1-20-56
13.	Dan C. Carvick	Yes	Yes	1-20-56
14	John F. Beasley Constn Co. Chicago	yes	yes	1-23 56
15	Condon- Cunningham	yes	No	1-23-56 info
16	Macco Corp	yes	No	1-24 Info
17				
18	San Jose Steel Co., Inc. (Letter)(1954)	5,000,000	Yes	1-27 Info
19	Donald M. Drake Co. (Letter)	2,250,000	No	1-26 Info
20	McRae Bros and Intrusion Prepakt	yes	Mckinney	1-31 Info

INTERSTATE BRIDGE

Contractors who have been furnished bid proposals

1. U. S. Steel Corporation - New York, N. Y.
2. Fred J. Early, Jr., Inc. - San Francisco, Calif.
3. Bethlehem Pacific Coast Steel - San Francisco, Calif.
4. Guy F. Atkinson Co. - Portland
5. General Construction Co. - Seattle, Wn.
6. Morrison-Knudsen Co. - Seattle, Wn.
7. Kuckenberg Construction Co. - Portland
8. Pacific Bridge Co. - San Francisco, California
9. Peter Kiewit Sons Co. - Vancouver, Wn.
10. Massman Construction Co. - Kansas City, Mo.
11. Moore Dry Dock Co. - Oakland, Calif.
12. Pacific Car & Foundry - Renton, Wn.
13. Ben C. Gerwick - San Francisco, Calif.
14. John F. Beasley Construction Co. - Chicago

NOTED
H. B. GLAISYER

Guy F. Atkinson Co	10,000,000+
American Pipe & Const Co	10,000,000+
Allied Structural Steel	10,000,000+
Bethlehem Steel Corp	20,000,000+
Kaiser Company	7,700,000
Beasley Construction Co	5,000,000+ ?
Central Cummins Co	8,000,000
Fred J. Early Jr. Co	7,000,000
General Petroleum Co	10,000,000+
Ben C Gerwick	7,000,000
Judson Pacific Murphy Corp	5,000,000+ ?
Kuckenberg Construction Co	5,000,000
Peter Kiewit Sons Co	10,000,000+
Macco man Construction Co	7,500,000
Macco Corp	10,000,000+
Moore Dry Dock	7,000,000+
Morrison-Knudsen	10,000,000+
Pacific Bridge Co	7,500,000
Pacific Car & Foundry Co	10,000,000+
Raymond Concrete Pile Co	10,000,000+
Sound Construction & Engrg Co	9,000,000
U.S. Steel	25,000,000+

7771
4653

COMMISSIONERS
R. A. NOISIO, CHAIRMAN
TACOMA
R. E. HENSEL, MEMBER
BREMERTON
E. C. HUNTLEY, MEMBER
COLFAX
H. E. MORGAN, MEMBER
LONGVIEW
OSCAR E. STONE, MEMBER
SPOKANE

STATE OF WASHINGTON
ARTHUR B. LANGLIE, GOVERNOR

WASHINGTON
STATE HIGHWAY COMMISSION
DEPARTMENT OF HIGHWAYS

W. A. BUGGE, DIRECTOR
TRANSPORTATION BUILDING
OLYMPIA

DISTRICT OFFICES
NO. 1 SEATTLE 4
490 SPOKANE ST.
NO. 2 WENATCHEE
P. O. BOX 98
NO. 3 OLYMPIA
P. O. BOX 367
NO. 4 VANCOUVER
4800 MAIN STREET
NO. 5 YAKIMA
P. O. BOX 98
NO. 6 SPOKANE 21
N. 3820 MAYFAIR ST.

January 20, 1956

R. H. Baldock
State Highway Engineer
Salem, Oregon

Attention: Floyd Query

Interstate Bridge at Vancouver

Dear Sir:

We are enclosing a list of contractors who are prequalified to bid on highway projects in this state. We have indicated the maximum amount of work for those who are prequalified on bridge construction. No doubt we have listed many bridge contractors for whom this project is too large for them to consider but they are given with the anticipation that some joint venture bidding will be made.

Pursuant to your request to Mr. Grant we are forwarding under separate cover a supply of our Standard Questionnaire and Financial Statement forms. We require only one copy to be completed in full and returned to us. You will note that the Questionnaires are put up in sets of two with a letter of instructions attached to each set.

Very truly yours,

W. A. BUGGE
Director of Highways

R. H. Kenyon

BY: R. H. KENYON
Engineer, Plans & Contracts

WAB/pd
VGR
Attach
cc: Bugge
Hedges
Stevens

WASHINGTON STATE HIGHWAY COMMISSION

DEPARTMENT OF HIGHWAYS

OLYMPIA, WASHINGTON

LIST OF PREQUALIFIED CONTRACTORS

1 9 5 5

November 3, 1955

Ace Construction Co.
7516 Roosevelt Way - Seattle 15, Wn.

Ace Paving Company
Route 2, Box 56 - Bremerton, Washington

Acme Construction Company
P. O. Box 306 - Eugene, Oregon

Aero Service Corporation
210 East Courtland Street - Philadelphia 20, Pa.

Agutter Electric Company (Division of Max J. Kuney Co.)
5500 - 14th Avenue N. W. - Seattle, Washington

Air Survey Corporation
1101 Lee Highway - Arlington 9, Virginia

Airways Engineering Corporation
1212 - 18th Street N. W. - Washington, D. C.

Akins (Don), Inc.
P.O. Box 298 - Ellensburg, Washington

Alexander (John E.)
P.O. Box 3343 - Seattle 14, Washington 250,000

Allied Structural Steel Companies
20 North Wacker Drive - Chicago 6, Illinois 10,000,000

Allum Brothers
P.O. Box 253, Eugene, Oregon

American Construction, Inc.
3238 - 37th Avenue S. W. - Seattle 6, Washington 335,000

American Pile Driving Company, Inc.
Pier Two - Everett, Washington 750,000

Ammann (Jack) Photogrammetric Engineers, Inc.
931 Broadway - San Antonio, Texas

Anderson Bridge Construction Company
4130 South Adams - Tacoma 9, Washington 2,235,000

Anderson Construction Company
115 South 9th Avenue - Tacoma, Washington 210,000

Anderson (Allen R.)
3819 - 10th Avenue N. E. - Seattle 5, Washington 250,000

Anderson (P. J.) & Sons
13501 Aurora Avenue - Seattle 33, Washington

Antonsen Painting Company
1711-17 Center Street - Tacoma 3, Washington

Asphalt & Paving Company
Box 351 - Lewiston, Idaho

Asphalt Paving & Engineering Company
P.O. Box 356 - Tacoma 9, Washington

Associated Sand & Gravel Company
2508 Colby Avenue - Everett, Washington

Atkinson (Guy F.) Company
10 West Orange Avenue - So. San Francisco, California 10,000,000

Avery, (Joe), General Contractor
Route 4, Box 1458, Bremerton, Washington

Babler Bros., Inc.
4617 S. E. Milwaukie Avenue - Portland 2, Oregon

Badraun (J. J.) & Badraun (W. W.)
109 N. 122nd Avenue - Seattle 33, Washington 860,000

Bagley (R.C.) Co.
17531 Fremont Ave. - Seattle, Washington

Baker (Robert G.)
2945 South Quince - Olympia, Washington

Barbour (A. H.) & Son
2828 N. E. Alberta Street - Portland 11, Oregon

Barr (G. W.) Construction
8824 John Dower Road, S. W. - Tacoma 9, Washington

Bates & Rogers Construction Corp. 10,000,000
600 West Jackson Blvd. - Chicago 6, Illinois

The Baugh Company 350,000
423 - 3rd W. - Seattle 99, Washington

Baulne (Frank G.), Inc.
P.O. Box 84 - Yardley, Washington

Bay (The) Company
1512 Center Street - Tacoma, Washington

Beasley (John F.) Construction Company 8,345,000
20 North Wacker Drive - Chicago 6, Illinois

Beaty (A. H.) Construction Company
417 Quincy Street - South Bend, Washington

Beedle (C. L.) Construction Company 200,000
P.O. Box 330 - Vancouver, Washington

Bethlehem Pacific Coast Steel Corporation 10,000,000
20th & Illinois Streets - San Francisco, California

Beuter & O'Neil ----------Napavine, Washington

Birch (S.) & Sons Construction Company 10,000,000
314 Ford Building - Great Falls, Montana

Bocek Brothers
Box 666 - Hoquiam, Washington

Bouten (Gus J.) Construction Company
No. 627 Napa Street - Spokane, 24, Washington

Brear (W. D.)
Route 4, Box 527 - Olympia, Washington

Breen (S. C.)
Route 3, Box 90 - Chehalis, Washington

Briggs (J. W.)
1033 Brooks Street (Box 283) - Bend, Oregon

Brodin's Landscape Service
983 Chehalis Avenue (P.O. Box 53) - Chehalis, Washington

Brown, (J. E.) Company
1000 S. E. 12th Avenue - Portland 14, Oregon

Bruch (J. M.) Company
Route 3, Box 494 - Port Angeles, Washington

Bryant (J. Arlie)
216 Hutton Building - Spokane, Washington

Buchanan, Sather & DeRycke Company 835 West 48th Street - Seattle 7, Washington	1,120,000
Bunney (Robert) 721 Colby Avenue - Everett, Washington	
Burnham (Troy T.) Company 18666 Beverly Road - Seattle 66, Washington	375,000
Butler Construction & Engineering Company 3419 - 13th Avenue S.W. - Seattle, Washington	885,000
Butler (M. P.) 3419 - 13th Avenue S.W. - Seattle 4, Washington	3,310,000
Butler (Wm. P.) 3419 - 13th Avenue S.W. - Seattle 4, Washington	250,000

C & E Construction Company, Inc.
2002 Rudkin Road (Box 1545) - Yakima, Washington

C.S.Z. Construction Co.
2815 Grand Ave. (P.O. Box 719) Everett, Washington

Calvin Brothers
1667 - 10th Street - Chehalis, Washington

Carbon Bros.
3430 North Cook Street - Spokane, Washington

Cascade Contractors, Inc.
1300 W. Nickerson Street - Seattle 99, Washington 2,975,000

Cascade Hauling Company
1111 No. Pearl - Centralia, Washington

Castle (M. F.) Company
N. 10503 Division - Spokane, Washington

Central Heating Company (The Ore. Ltd.)
865 Olive - Eugene, Oregon

Chaplin (O. M.)
328 South Thor Street - Spokane 31, Washington 200,000

Chase, O.R. (Bud)
Route 3, Box 1188 - Auburn, Washington

Cheff (A. J.) Construction Co.
10054 West Marginal Way - Seattle 88, Washington 2,325,000

Cherf Brothers & Sandkay
Box 938 - Ephrata, Washington 1,940,000

City Electric & Fixture Company
433 8th Avenue North - Seattle 9, Washington

Clark (W. G.) Construction Company
408 Aurora Avenue - Seattle 9, Washington 195,000

Cleveland Wrecking Company of Cincinnati
1400-Harrison Ave., Cincinnati 14, Ohio

Clifton & Applegate
E. 5521 Railroad Avenue - Yardley, Washington 2,500,000

Close (Donald W.) Company
2921 - 13th Avenue S.W. - Seattle 4, Washington

Collins (J. H.) & Company
P.O. Box 678 - Walla Walla, Washington 2,000,000

Collins (Larry O.), Inc.
7017 Highway 99 - Vancouver, Washington

Colonial Construction Company
W. 615 Mansfield Ave. - Spokane 17, Washington — 250,000

Columbia Asphalt Paving Company
207-208 Masonic Temple Bldg. - Yakima, Washington

Commercial Builders, Inc.
301 College Avenue - Moscow, Idaho — 545,000

Compton (J. C.) Company
P.O. Box 86 - McMinnville, Oregon

Conley (J. N.)
4332 N. E. Royal Court - Portland 13, Oregon — 5,000,000

Consolidated Construction Company
1225 Wabash Street - Pasadena 3, California

Cooney (Don L.), Inc.
2318 South Tacoma Way - Tacoma, Washington — 320,000

Cooney (Don L.), Inc. & Northwest Hauling Co.
300 Spokane Street - Seattle, Washington — 1,215,000

Cotton Engineering & Shipbuilding Corporation
126 Madison Street - Port Townsend, Washington — 390,000

Crick (James) & Sons
P.O. Box 4205 (Station "B") - Spokane, Washington — 3,000,000

Critchfield Logging Company
Route 3, Box 408 - Port Angeles, Washington

Croy, C. B.
2502 Lakeway Drive - Bellingham, Washington — 800,000

Curtis Construction Company
P.O. Box 106 - Spokane, Washington

D & H Construction Company
2131 Fulton Avenue - Sacramento 21, California — 2,000,000

D-H Paving Company
6808 Highway 99 - Vancouver, Washington

Dack (K. C.) Construction Company
P.O. Box 35 - Milton-Freewater, Oregon

Dahlgren Construction Company
1700 - 21st Avenue So. - Seattle 44, Washington 4,000,000

Dawson Construction Company
1015 "C" Street (P.O. Box 178) - Bellingham, Washington

DeAtley (F. H.) & Company
19th & Carson (P. O. Box 648) - Lewiston, Idaho 700,000

DeCoria, Alfred
P.O. Box 241, Auburn, Washington

Degerstrom (N. A.) Company
E. 15 - 32nd Avenue - Spokane 36, Washington 1,000,000

Del Guzzi Bros.
1020 E. Front Street - Port Angeles, Washington 100,000

Dickson (Lige) Company
3315 South Pine Street - Tacoma, Washington

Diesel Oil Sales Company
2155 Northlake Avenue - Seattle 3, Washington

Dix Steel Building Company
Broadway & Fiske - Spokane, Washington

Doolittle Construction Company
510 S. Adams Street - Seattle 8, Washington

Durbin Bros.
2597 Roosevelt Blvd. - Eugene, Oregon

Earley (Roy T.) Company
321 Middle Waterway - Tacoma 1, Washington 4,015,000

Early (Fred J. Jr.) Co., Inc.
369 Pine Street - San Francisco 4, California 8,450,000

Econolite Corporation
8900 Bellanca Ave. - Los Angeles 45, California

Eldon (C. J.) Contractor
3101 N. Columbia Blvd. (P.O. Box 5686) - Portland 17, Oregon 2,000,000

Electric Construction Co. (The)
1650 Center Street - Tacoma 3, Washington

Ellensburg Cement Products, Inc.
West 7th Avenue & N.P. Tracks - Ellensburg, Washington

Ellis Construction Company
P.O. Box 337 - Ephrata, Washington

Elterich (Louis) Company
P.O. Box 868 - Port Angeles, Washington 800,000

Empire Electric Company
510 W. Clark Street - Pasco, Washington

Engineering Service Corporation
1127 W. Washington Blvd. - Los Angeles 15, California

Erickson Paving Company
Route 2, Box 2155 - Bellevue, Washington

Erland & Blickle
8265 No. Borthwick Street - Portland, Oregon

Erwen Construction Co.
831 S. 4th Street - Pasco, Washington 500,000

Everett Paving Company
2508 Colby Avenue - Everett, Washington

Ever Green House
1807 Rush Place - Seattle, Washington

Excavators, Inc.
5756 - 29th Avenue N. E. - Seattle 5, Washington

Fairchild Aerial Surveys, Inc.
224 East Eleventh Street - Los Angeles 15, California

Ferguson (H. S.) Company
4627 Union Bay Place - Seattle 5, Washington

Ferrante, (Ernest) & Company
3908 S. E. Bybee - Portland 2, Oregon

Fiorito Bros.
1100 Leary Way - Seattle 7, Washington

Fiorito (N.) Company
844 West 48th Street - Seattle 7, Washington 3,000,000

Fisher (H.P.) & Sons
5252 Fontanelle Place - Seattle 18, Washington

Forbes (J. F.)
P. O. Box 174 - Olympia, Washington

Fountain (Lloyd C.)
636 - 2nd Street - Clarkston, Washington

Fowler Asphalt Paving Company
711 Second Street - Mount Vernon, Washington

Fralick (Arthur) Company
3008 East 57th - Seattle, Washington 945,000

G. S. Electric Co.
5102 So. 170th - Seattle 88, Washington

Gardner & Hitchings
613 Arctic Bldg. - Seattle, Washington

General Construction Company
3840 Iowa Avenue - Seattle 14, Washington 10,000,000

General Paint Removing Co.
526 6th Ave. No. - Seattle 9, Washington

George (Henry) & Sons
419 Hutton Bldg. - Spokane 4, Washington 3,390,000

Gerard (B. P.)
Route 2, Box 2351 - Edmonds, Washington

Gerwich (Ben C.), Inc.
112 Market Street - San Francisco 11, California 10,000,000

Gibbons & Reed Company
825 West 9th North - Salt Lake City, Utah 10,000,000

Gibson & Roberts, Inc.
P. O. Box 200 - Yardley, Washington

Gilpin (The) Construction Company
4850 N. W. Front Avenue - Portland, Oregon — 5,000,000

Goettling (E.) & Sons
2911 So. Chandler St. - Tacoma 2, Washington — 295,000

Goetz & Brennan
4315 9th Avenue N. W. - Seattle 7, Washington

Goodfellow Bros., Inc.
P.O. Box 1337 - Wenatchee, Washington

Goren Construction Company
506 - 14th Street - Bellingham, Washington

Goulter (K. L.) & Son
3419 - 16th Avenue W. - Seattle 99, Washington

Govan (Hugh)
P. O. Box 308 - Port Angeles, Washington

Graham (J. T.)
2252 Snively Road - Chehalis, Washington

Graham (W. B.) & Sons
984 North Street - Chehalis, Washington

Grant Construction Company
P.O. Box 351 - Coeur d'Alene, Idaho

Grasle (W. R.) Company
437 N. W. 16th Avenue - Portland 9, Oregon

Grays Harbor Construction Company
412 South Park Street - Aberdeen, Washington — 500,000

Grimstad & Vanderveldt
749 - 9th Street - Astoria, Oregon

Grisdale (Geo. M.) Construction Company
132 Parks Street (P.O. Box 509) - Shelton, Washington

Green Construction Company
321 Locust Street, Desmoines, Iowa — 8,290,000

Grove, Shepherd, Wilson & Kruge, Inc.
120 - 6th Avenue No. - Seattle 9, Washington — 10,000,000

Gunderson Bros. Engineering Corp.
4700 N. W. Front Avenue - Portland, Oregon — 8,485,000

Hagman, Henry
P.O. Box 1801 - Spokane, Washington — 1,500,000

Hall-Atwater Company
605 - 13th Avenue (P.O. Box 3023 Terminal Sta.) - Seattle 14, Wn. — 275,000

Hall (E. C.) Company
12012 S. W. Barbur Blvd. - Portland 19, Oregon — 300,000

Halvorson (Carl M) Inc.
10626 S.W.Pacific Highway-Portland, Oregon — 2,500,000

Hamer (P. W.) & Associates
P.O. Box 208 - Roseburg, Oregon

Hamilton & Thoms
P.O. Box 726 - Eugene, Oregon — 830,000

Hannan Bros. Company
3525 N. E. Going Street - Portland 11, Oregon — 335,000

Hansen & Parr Construction Company
West 315 Boone Avenue - Spokane, Washington — 1,500,000

Harbert Bros.
Route 1, Box 7 - Estacada, Oregon

Harding Blasting Company
206 S. E. 146th Avenue - Portland, Oregon

Hardison (J. W.)
P.O. Box 48 - Yakima, Washington

Harr & Horton
9209 N. Calvert St. (P. O. Box 5662) - Portland 17, Ore.

Harrison Brothers Company (The)
225 Wakefield Drive - Tacoma 2, Washington

Hart Construction Company (The)
3536 East 11th Street - Tacoma 1, Washington — 1,000,000

Havlik, John Jr.
Scappoose, Oregon

Hawkins (Harry H.)
16274 - 39th Avenue N. E. - Seattle 55, Washington — 1,000,000

Hayner, (Warren N.) & Associates
405 Alaska Trade Building - Seattle, Washington

Hayner, (Warren N.) & Associates & Western Mapping Company
405 Alaska Trade Building - Seattle, Washington

Heintz (R. A.) Construction Company
211 N. E. Columbia Blvd. - Portland, Oregon — 2,365,000

Hendricks (L. A.) Construction Company
Route 2 - Mount Vernon, Washington

Henly Construction Company
2205 So. 1st Street - Yakima, Washington — 650,000

Hewett (F. R.) Company
E. 5916 Baldwin - Spokane, Washington

Hoback (L. E.) Contractor
P.O. Box 832 - Everett, Washington

Hoffman (Lee)
415 N. W. Cedar Street (P.O. Box 37) - Beaverton, Oregon — 2,455,000

Hohner (Carl), Contractor
E. 6208 Sharpe Avenue - Spokane 62, Washington

Holert Electric, Inc.
2300 West Spokane Street - Seattle 16, Washington

Holmes (Roger E.)
Rt. 10, Box 493 - Olympia, Washington

Homann (A. G.) General Contractor
P.O. Box 37 - Lacey, Washington — 1,585,000

Hopkins (Lewis) Company
221 So. Third Street - Pasco, Washington — 925,000

Hughes (R. C.) Company
N. 2105 Airport Road - Spokane 6, Washington

Hurd (Mark) Aerial Surveys Inc.
230 Oak Grove Street - Minneapolis 3, Minnesota

Hycon Aerial Surveys
1020 So. Arroyo Parkway - Pasadena 2, California

Industrial Construction Co.
3050 - 4th Ave. So. - Minneapolis 8, Minnesota — 5,450,000

Industrial Electric Company
1828 Yale Avenue - Seattle, Washington

Industrial Electric Service Company
319 South I Street - Aberdeen, Washington

Industrial Engineers & Contractors, Inc.
711 Middle Waterway - Tacoma 1, Washington — 370,000

Industrial Painters
Route 3, Box 1220 - Bremerton, Washington

Inland Asphalt Company
10th & Havana - Spokane, Washington

Interstate Asphalt Company, Inc.
905 E. Heron - Aberdeen, Washington

Jacobsen (K. F.) & Company
1208 N. River Street - Portland 12, Oregon

Jarl, Vernie
Box 507 - Gresham, Oregon

Jarnagin (F. H.)
P.O. Box 11 - Port Angeles, Washington — 500,000

Jarvis (Paul), Inc.
1070 West Ewing Street (P.O. Box 4001, Magnolia Station) -
Seattle 99, Washington — 2,105,000

Johanson (N. G.)
East 1828 Trent Avenue - Spokane 24, Washington

Johnson, Drake & Piper, Inc. 10,000,000
1138 Baker Bldg. - Minneapolis 2, Minnesota

Johnson (E. O.) Company 400,000
1821 E. Sprague Avenue (P.O. Box 1052) - Spokane, Washington

Johnson (Homer G.)
3166 N. Greeley Avenue - Portland, Oregon

Johnson, Lester N. Co. 1,155,000
1318 N. Fancher, P. O. Box 81, Yardley, Washington

Jones (J. A.) Construction Company
209 W. 4th St. - Charlotte, N.C.
432 Medical Arts Bldg. - Seattle, Washington 10,000,000

Joplin (Earl L.)
730 Cary Road - Edmonds, Washington

Judson Pacific - Murphy Corporation 10,000,000
4300 Eastshore Highways - Emeryville 8, California

Jussel, Joe A.
2084 Dellesta Drive - Bellingham, Washington

Kathman, Herman
12054 - 23rd N.E. - Seattle 55, Washington

Kendall Construction Company
3211 Center Street - Tacoma, 3, Washington

Kiely Construction Company 3,000,000
Drawer 246 - Butte, Montana

Kiewit (Peter) Sons' Company 10,000,000
1024 Omaha Nat'l. Bank Bldg. - Omaha, Nebraska
P.O. Box 499 - Longview, Washington

Kirkman & Strand 200,000
Box 833 - Seaview, Washington

Knowles (John B.)
1040 Monroe Street - Wenatchee, Washington

Knox, (P. C.)
310 E. Herford - Gladstone, Oregon

Konen (J.F.) Construction Company, Inc.
1408 - 11th Street - Lewiston, Idaho — 300,000

Kokenge (A.L.)
Route 2, Box 792 - Yakima, Washington

Kontich (M) Juran (Bert) Stovich (Pete)
2106 12th So. - Seattle, Washington

Kuckenberg Construction Company, Inc.
11104 N.E. Holman (P.O. Box 7407) - Portland 20, Oregon — 5,000,000

Kuney Johnson Company
1266 Mercer Street - Seattle, Washington — 10,000,000

Kuney (Max J.) Company, Inc.
N. 120 Ralph Street - Spokane, Washington — 10,000,000

Lacey & Son
924 N. Street - Lewiston, Idaho

Lake City Gravel and Materials, Inc.
10728 Bothell Way - Seattle 55, Washington

Lake Construction Company
1801 - 35th St. S.E. - Bellingham, Washington

Lakeside Bulldozing Company
P.O. Box 241 - Bellevue, Washington

Lake Union Dry Dock Company
1515 Fairview Avenue North - Seattle 2, Washington

Larsen Construction Co.
Rt. 6, Box 3113-B - Bremerton, Washington

Larsen Construction Company
408 Colman Building - Seattle 4, Washington — 1,245,000

Larsen (Elwood H.), General Contractor
3921 E. 18th Street - Vancouver, Washington

Larsen (Lloyd) Electric Company
2306 - 4th Avenue - Seattle, Washington

Larson (Tom T.)
Box 552 - Wenatchee, Washington

Lassen Electric
111 Columbia St. - Olympia, Washington

Launer (George)
Box 37 - Metaline, Washington

Lavin (Leo J.)----------Coulee City, Washington
Leavitt, Chandler & Company
P. O. Box 6 - Bellevue, Washington 1,000,000
Lester N. Johnson Co.
1318 N. Fancher (P.O. Box 81) - Yardley, Washington

Litchfield, Wallace H.
1811 Bush Place - Seattle 44, Washington

Lindstrom, (C.O.) & Hugh Lindstrom
2407 Cherry Street - Bellingham, Washington

Lockyear & White, Inc.
Box 687 - Longview, Washington 1,250,000

Lone Pine Paving Company
2304 South 1st Street - Yakima, Washington

Long Construction Company, Inc. of Washington
Box 15 - Warden, Washington 790,000
Lord Bros. Contractors
9233 N. Calvert Ave. - Portland 17, Oregon 1,000,000
Lucich Company
5019 Oregon Street - Seattle, Washington

Lundberg (Joe) Construction Company
3516 Airport Way - Seattle 4, Washington 645,000

Lyons (Frank) & Company
5200 N. E. Alberta Street - Portland 13, Oregon

M. W. Logging Company & Naselle Rock Co. - Naselle, Washington

Malaspina (Matt) & Company, Inc.
1901 - 23rd Avenue South - Seattle 44, Washington

Manson Construction & Engineering Company
5209 East Marginal Way - Seattle 4, Washington 5,160,000

Marrazzo (Tony)
P.O. Box 876 - Boise, Idaho

Marshall Construction Co.
40 W. Ridgeway Box 1032 - Hermiston, Oregon 300,000

Massart (L. G.) Plumbing & Heating Company
4501 - 9th Avenue N.W. - Seattle, Washington

Materne Bros. Co.
West 1204 Francis Avenue (Box 7052) - Spokane 19, Washington

Mays Landscape Nursery
Route 5, Box 316 - Vancouver, Washington

Merritt-Chapman & Scott Corporation
260 Madison Avenue - New York 16, New York 10,000,000

Meyers (Walter G.) & Son
1407 N. Calispel (P.O. Box 5011) - Spokane, Washington 495,000

Miller & Strong, Inc.
3871 Royal Road (P.O. Box 366) - Eugene, Oregon

Mock (Thomas M.)
P.O.Box 923-Taxoma,Wash 200,000

Moore Dry Dock Company
Foot of Adeline Street - Oakland 23, California 10,000,000

Morrill Asphalt Paving Company, Inc.
107 - 5th Street - Wenatchee, Washington

Morrison-Knudsen Company, Inc.
319 Broadway - Boise, Idaho 10,000,000

Morrison & Lamping
P.O. Box 597 - Walla Walla, Washington 600,000

Moss (R. L.) & Company
P.O. Box 37 - Zenith, Washington

Mullen (S. S.) Inc.
621 - 9th Avenue North - Seattle 9, Washington 3,575,000

Murphy Bros., Inc.
E. 3728 Broadway - Spokane, Washington

Mac Rae Bros.
2733 - 4th Avenue South - Seattle 4, Washington 5,000,000

McAtee & Heathe, Inc.
E. 3804 Ferry Avenue (P.O. Box 4187, Station B) - Spokane, Wn.

McCartney (Birch)
15906 East Sprague - Veradale, Washington

McDougall (Natt) Company
824 Pittock Block - Portland 5, Oregon 3,440,000

McEwen, F. H.
1673 Villard Street - Eugene, Oregon

McKellar (Everett)
Box 965 - Chelan, Washington 500,000

McKenny (Van S.) Company, Inc.
104 Wall Street - Seattle 1, Washington

McLaughlin, Inc.
331 Ford Building - Great Falls, Montana 7,890,000

McNutt, (Earl L.) Co.
351 1/2 East Broadway - Eugene, Oregon

McNutt, (J. Ira) Construction Company
P.O. Box 296 - Springfield, Oregon

Nelson (Carl E.) Company
50 East 10th North (P.O. Box 397) - Logan, Utah 1,500,000

Nygren (David) 309 Lloyd Building - Seattle 1, Washington	800,000
Nygren (Fred) 3212 Government Way - Seattle 99, Washington	
O - S Painters, Inc. Route 2, Box 153 - Tigard, Oregon	
Odegard Construction Company 2110 - 37th Street - Everett, Washington	930,000
Olson Electric Company 710 W. 8th Street - Vancouver, Washington	
Oneal (C. E.) P.O. Box 270 - Ellensburg, Washington	
Osberg Construction Company 1132 North 128th Street - Seattle 33, Washington	4,000,000
Owens Bros. Railroad & Oak - Port Angeles, Washington	380,000
Pacific Aerial Surveys, Inc. 217 - 9th No. - Seattle 9, Washington	
Pacific Bridge Company 256 Montgomery Street - San Francisco 4, California	10,000,000
Pacific Car & Foundry Company Fourth & Factory Streets - Renton, Washington	10,000,000
Pacific Construction Company 3002 - 16th Avenue South - Seattle 44, Washington	
Pacific Sand & Gravel Company P. O. Box 628 - Centralia, Washington	2,000,000
Packard Pipe & Pump Company 554 - 14th Avenue - Longview, Washington	500,000

Pafford, Jones & White
5328 Hollywood Boulevard - Hollywood 27, California

Paine - Gallucci, Inc.
1521 South Grant Avenue - Tacoma 3, Washington 500,000

Painter, C. J.
947 West Court - Pasco, Washington

Pakar Construction Company
2304 Snively - Chehalis, Washington 400,000

Pakar (Frank J.)
2304 Snively (Box 447) - Chehalis, Washington 300,000

Palmberg (H. G.)
P.O. Box 991 - Astoria, Oregon 800,000

Parker-Schram Company
200 Builders Exchange Bldg. - Portland 4, Oregon 7,405,000

Pfeiffer (George)
424 North Bessie - Spokane, Washington

Phillips (Alton V.)
4055 - 21st West - Seattle 99, Washington 1,405,000

Pieler Construction Company
P.O. Box 549 - Port Angeles, Washington

Pioneer Electric Company
735 Commerce Avenue - Longview, Washington

Place Brothers ----------Scranton, Iowa

Pointer-Willamette Company, Inc.
P.O. Box 368 - Edmonds, Washington

Pomeroy (J. H.) & Company, Inc. 333 Montgomery Street - San Francisco 4, California	10,000,000
Pontius (Arnold B.) E. 1835 Ninth Avenue - Spokane 32, Wn.	275,000
Poston Construction Company 5619 1/2 University Way - Seattle, Washington	
Power (Chas. A.) E. 3711 Olive Avenue (Box 1220) - Spokane, Washington	2,500,000
Prescott (Clair E.) 3516 Airport Way - Seattle 4, Washington	
Puget Construction Company, Inc. 1811 Bush Place - Seattle 44, Washington	
Puget Sound Bridge & Dredging Company 2929 - 16th Avenue S. W. - Seattle 4, Washington	10,000,000
Puget Sound Painters, Inc. 6323 Brooklyn Avenue - Seattle 15, Washington	
Quigg Bros. - McDonald, Inc. 1500 Riverside Avenue - Hoquiam, Washington	
Radakovich (Archie) 1203 South 4th Street - Kelso, Washington	
Rainier Asphalt Paving Company P.O. Box 444 - Renton, Washington	
Raymond Concrete Pile Company 140 Cedar Street - New York 6, New York	10,000,000
Read, L. B. 2607 S. W. Sunset Blvd. - Portland Oregon	380,000

Red & White Construction Company, Inc.
330 Sunset Hwy. - Renton, Washington

Reliance Painting Company
5030 South Tacoma Way - Tacoma, Washington

Riverbend Contractors, Inc.
211 N. E. Columbia Blvd. - Portland, Oregon — 225,000

Riverside Sand & Gravel Company
Box 301 - Yakima, Washington

Robinson (John C.)
311 East Market - Aberdeen, Washington

Rochat Electric
4636 N. Williams Avenue - Portland, Oregon

Rogers Construction Company
11760 N. E. Glisan Street - Portland 16, Oregon — 3,000,000

Rogers Construction, Inc.
11760 N. E. Glisan Street - Portland, Oregon — 2,000,000

Romano (Tony)
1833 Dearborn St. - Seattle 44, Washington

Rumsey & Company
3821 Airport Way - Seattle 8, Washington — 1,960,000

Runnels Industries
16826 Pacific Highway So. - Seattle 88, Washington

Runnels Paint Company
16826 Pacific Highway South - Seattle 88, Washington

Russell - Gillett Company
P. O. Box 5 - Cle Elum, Washington — 500,000

Ruud Construction Company
602 Realty Building - Spokane 1, Washington — 515,000

Ryall Engineering Co.
9625 West Colfax Ave. - Denver 15, Colorado

Ryker (Norman J.) Company
3120 South Tacoma Way - Tacoma, Washington

S & F Construction Company, Inc.
Route 2 - Spokane, Washington

Sailors, (Jack L.) Co.
1052 - 3rd Avenue - Longview, Washington

Saimons (I.M.)
Route 1, Box 938 - Alderwood Manor, Washington

San Jose Steel Company, Inc.
195 North 30th Street - San Jose, California 2,000,000

Sather & Sons
North 1410 Howe Street - Yardley, Washington 3,500,000

Savage (C.H.) Company
4126 S. E. Milwaukie - Portland 2, Oregon

Sawyer (Otis) Construction
Rt. 13, Box 598 - Tacoma, Washington 100,000

Saxon Painting Company
1110 Court E. - Tacoma, Washington

Saxton, John R.
General Delivery, Idleyld Park, Oregon

Scalzo (Thos.) Company
3211 Airport Way - Seattle 4, Washington

Scarsella Bros.
2207 So. 146th - Seattle 88, Washington

Sceva Construction Company, Inc.
No. 2928 Madelia Street - Spokane 26, Washington 255,000

Schaefer & Spurgeon
Box 1156 - Quincy, Washington

Scheumann & Johnson
1001 Lloyd Building - Seattle 1, Washington 2,560,000

Seattle Contracting Company
101 Nickerson Street - Seattle 9, Washington

Selene (E.) & Sons
210½ W. Chestnut Street - Bellingham, Washington 830,000

Sellen, (John H.) Construction Company
228 Ninth Ave. N., Seattle 9, Washington

Service Hardware & Implement Co.
1545 Bay Street - Tacoma, Washington

Shaffer Constr. Company
3409 Everett Avenue - Everett, Washington 590,000

Shotwell (J.D.) Company
3113 South Pine Street - Tacoma 3, Washington

Shotwell (J.G.)
5908 S.E. 20th - Mercer Island, Washington

Sjoboen Bros.
3205 Hoadley Road - Olympia, Washington

Skov (Hans M.) Construction Company
308 Liberty Bldg. - Yakima, Washington 250,000

Slate (Fred H.) Company, Oreg. Ltd.
7805 S. W. 40th Avenue - Portland 19, Oregon 2,500,000

Slate (Fred H.) Co. & Hall (E.C.) Co.
12012 S.W. Barber Blv. - Portland 19, Oregon 3,000,000

Smith Bros., Inc. 1,000,000
3801 Fourth Plain Rd. (P.O. Box 96) - Vancouver, Washington

Smithrock Quarry, Inc.
3801 Fourth Plain (P.O. Box 96) - Vancouver, Washington

Snitily Bros. Construction Company
P.O. Box 671 - Wenatchee, Washington 500,000

Sommers (R.J.) Construction Company
P. O. Box 4096, Interbay Station - Seattle 99, Washington 3,910,000

Sound Construction & Engineering Company
1300 Aloha Street - Seattle, Washington 10,000,000

Spencer (S.D.) & Son
4506 N. E. Jaggy Road - Vancouver, Washington

Sprague, Walter W., Co.
Box 117 - Lynwood, Washington

Staatz, Henry R.
2626 S. E. Ankeny St. - Portland 15, Oregon

Stagman & Roberts
No. 1102 Pierce Road - Opportunity, Washington 150,000

Standard Asphalt Paving Company, Inc.
119 North Post - Spokane, Washington

Stapleton (Chas. A.) & Son
North 603 Ash - Spokane, Washington

Starr (H.A.) Concrete, Inc.
2425 No. Commercial Ave. - Portland 12, Oregon 300,000

Stevens (A.W.) Contracting Company
606 Fairhaven Avenue (Box 276) - Burlington, Washington 500,000

St. Maurice-Helmkamp-Musser
518 - 12th Street - Marysville, California

Stone & Thaut Construction
East 7 Baldwin Avenue - Spokane, Washington

Storey (Thurston)
1312 - 12th Avenue - Lewiston, Idaho

Strong & Macdonald, Inc.
4045 Ruston Way - Tacoma 2, Washington 2,230,000

Sullivan (D.A.)
P.O. Box 37 - Parkwater, Washington

Superior Construction Company
4610 - 37th Ave. S.W. - Seattle, Washington

Surace (J.P.) Construction Company
3238 Seaview Avenue - Seattle 7, Washington

Teufel (Geo. E.) Company
4428 White-Henry-Stuart Building - Seattle, Washington

Thomas (C.W.) & Son
Box 402 - Winlock, Washington

Thomas (T.W.)
10248 N. E. Holladay Street - Portland 16, Oregon

Thompson & Christoe Construction Co.
Box 155 - Langley, Washington

The Tide Company
1512 Center Street - Tacoma, Washington

Todd Shipyards Corporation (Seattle Division)
1801 - 16th Avenue S.W. - Seattle 4, Washington

Traverso, (T.W.) Construction Co.
3006 South 148th - Seattle 88, Washington

Tri-State Painting Company
4506 S.E. 39th Avenue - Portland 2, Oregon

Trowbridge Electric Co.
136 North Jackson - Roseburg, Oregon

Turnquist (O.E.) Construction Company
1305 Republican Street - Seattle 9, Washington

Tuttle, C. B.
Box 67 - Los Alamitos, California — 765,000

Union Construction Company, Inc.
Box 1506 - Missoula, Montana — 3,705,000

United (The) Contracting Company
P.O. Box 5075 - Portland 13, Oregon

United Paving Company
Route 4, Box 188 - Spokane, Washington

United States Steel Corporation 10,000,000
525 William Penn Place - Room 3004 - Pittsburgh 30, Penna.

University Plumbing & Heating Company
3941 University Way - Seattle, Washington

Vail, (J.N.) Company
1406 N. Wenatchee Avenue -Wenatchee, Washington

Vail (L.W.) Company
1948 N. 4th - Pasco, Washington

Valle (Henrik) Company, Inc.
P. O. Box 4096 - Magnolia Sta. - Seattle 99, Washington 4,880,000

Valley Cement Company
7 East "I" Street (P.O. Box 1602)- Yakima, Washington

Walker, G. T.
Gazley Route - Myrtle Creek, Oregon

Walters (Stanley C.)
Route 1, Box 25 - Mount Vernon, Washington

Wamberg, R.
7404 So. Tacoma Way - Tacoma, Washington

Warren Northwest, Inc.
P. O. Box 5072 - Portland 13, Oregon

Washington Asphalt Company
309 W. 39th Street - Seattle 7, Washington

Watts (J. G.) Construction Co.
Route 1, Box 300 - Salem, Oregon 2,355,000

Wayne Construction Company
3810 Stoneway - Seattle 3, Washington 920,000

Weist (Ray)
P. O. Box 191 - Yakima, Washington

Welcome (J.J.) Construction Company
10206 Evanston Avenue - Seattle 33, Washington 515,000

West Coast Construction Co., Inc.
835 West 48th St. - Seattle, Washington 500,000

West Coast Heating & Plumbing Co., Inc.
657 E. Northlake Avenue - Seattle 5, Washington

Western Asphalt Company
309 West 39th Street - Seattle 7, Washington

Western Crane Service
1630 So. 112th Street - Tacoma 4, Washington

Western Mapping Company
1536 S.E. 11th Avenue - Portland 14, Oregon

White Construction Company
210 E. 18th Street - Vancouver, Washington

White (Noble W.)
Pier 65 - Seattle 1, Washington 2,000,000

Whitley (D.A.)
N. 2401 Division Street - Spokane 21, Washington

Whitmac Corporation
~~2733 4th~~ 5900 1st Ave Avenue South - Seattle ~~4~~ 8, Washington 500,000

Wilder Construction Co., Inc.
1840 State St. - Bellingham 11, Washington 750,000

Wilder Construction Company
1840 State Street - Bellingham 11, Washington

Wilder, F. E.
Route 11, Box 147 - Olympia, Washington

Willett (Hazen F.) Inc.
Box 487 - Brewster, Washington

Wilson & Simpson
P. O. Box 1070 - Port Angeles, Washington 150,000

Winston Bros. Company (The)
1470 Northwestern Bank Building - Minneapolis 2, Minnesota 10,000,000

Wood (K.B.) & Associates, Inc.
2623 N. W. Industrial Street - Portland 10, Oregon

Woodworth & Company, Inc.
1200 East D Street - Tacoma, Washington 3,000,000

Wright (Howard S.) & Co., Inc.
414 Pontius Ave. - Seattle, Washington 5,800,000

Yeager (Art)
P. O. Box 125 - South Tacoma, Washington

Yett (Porter W.)
6500 N. E. Ainsworth Street - Portland 13, Oregon 3,000,000

Yorozu (T.) Gardening Company
13335 - 32nd Avenue South - Seattle 88, Washington

Young & Smith Construction Company
306 Beason Building - Salt Lake City, Utah 1,500,000

Youngdahl, (C.E.) & Company, Inc.
29 - 28 41st - Long Island City 1, New York

Zachary Construction Company
2815 Grand Ave. (P.O. Box 719) - Everett, Washington

RECEIVED
JAN 23 1956
FOR FILING

ALLISON *Electric* COMPANY

• • ELECTRICAL CONTRACTING • •

OIL BURNERS -:- RANGES -:- HOT WATER HEATERS

POWER AND LIGHT
INSTALLATION

575 N. Killingsworth Street
Phone TR. 1209

PORTLAND-11-OREGON

Jan. 20, 1956

NOTED
FLOYD QUERY

Oregon State Highway Commission
State Highway Building
Salem, Oregon

Gentlemen:

Please find enclosed check in the amount of $2.00 to cover deposit for plans on Interstate Bridge as advertised in the Daily Journal of Commerce.

Info plans sent 1-23

Very truly yours,

ALLISON ELECTRIC CO.

K. V. Allison

KVA:tk

RECEIVED
JAN 23 1956
STATE HIGHWAY COMMISSION

RECEIVED
FEB 27 1956
FOR FILING

11-11
76-3

February 24, 1956

The Associated General Contractors
Mountain Pacific Chapter
220 West Harrison Street
Seattle 99, Washington

ATTN: G. D. Badion

Gentlemen:

Attached is a list of plan holders who hold bidding proposals for the Interstate Bridge between Portland and Vancouver on which bids are to be received March 1. In addition to the names shown on the list, we are today sending a bidding proposal to Independent Iron Works, 8th and Pine Streets, Oakland, California.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

FAQ:cu

MOUNTAIN PACIFIC CHAPTER
THE ASSOCIATED GENERAL CONTRACTORS
OF AMERICA, INCORPORATED

OFFICERS

M. P. BUTLER, President
ALTON V. PHILLIPS, *1st Vice-President*
J. DAN FIORITO, *2nd Vice-President*
W. H. LANDAAS, *Secretary-Manager*
DANIEL J. EVANS, *Assistant Manager*

220 West Harrison Street
SEATTLE 99, WASHINGTON
GArfield 5510

BOARD OF TRUSTEES

Richard B. Brannon
Joe Congiusta
Louis Demattea
Louis Elterich
C. F. Gailey
Maurice Gredvig
James B. Goodfellow
Wm. E. Hoy
Lloyd MacRae
Bert P. McCann
James G. McCurdy
Axel Osberg
John Rumsey, Jr.
Milo Stoen
Victor J. Scalzo

ASSOCIATE TRUSTEES

Wm. A. Barner
Stanley S. Martin

February 22. 1956

Oregon State Highway Depa rtment
Salem, Oregon

Gentlemen:

Considerable interest has been expressed among our membership regarding the Interstate Bridge to be opened for bids on March 1st. We are in receipt of the plans and specifications and would like to request for the planholder list of this project.

Plans, specifications and planholder list will be returned after bid opening date.

Very truly yours,

MOUNTAIN PACIFIC CHAPTER
ASSOCIATED GENERAL CONTRACTORS

G. D. Badion
G. D. Badion
Plan Service Bureau

b

RECEIVED
FEB 24 1956
OR.
STATE HIGHWAY COMMISSION

RECEIVED
FEB 16 1956
FOR FILING

B & B ENGINEERING CORPORATION
NORWOOD, LOUISIANA

File

AIRMAIL 1971

4453

FEBRUARY 14, 1956

OREGON STATE HIGHWAY COMMISSION
SALEM
OREGON

GENTLEMEN:

ENCLOSED IS OUR CHECK NO. 7334 IN THE AMOUNT OF $2.00 TO COVER ONE SET OF PLANS AND SPECIFICATIONS ON THE INTER-STATE BRIDGE #7333, TO BE FORWARDED TO B&B ENGINEERING CORPORATION, NORWOOD, LOUISIANA.

SINCERELY,

B & B ENGINEERING CORPORATION

(MRS.) RAGNHILD R. VERBEKE

Sent plans 2-15

ENCL.

RECEIVED
STATE HIGHWAY COMMISSION

RECEIVED
FEB 23 1956
FOR BRIDGE ENGR.

fil

J. BACALOFF CO.
GENERAL CONTRACTORS

7771

4653

5000 N. E. 60TH AVENUE PORTLAND - 13 - OREGON

February 21, 1956

Oregon State Highway Commission
State Highway Building
Salem, Oregon

Gentlemen;

Pacific Bridge Co. of San Francisco has requested us to figure "Roadwork" in connection with proposed new Interstate Bridge. Please send us informational plans and specifications on this project.

Yours truly,

J. BACALOFF CO.

done 2-22

by: J Bacaloff

JB/d

RECEIVED
FEB 22 1956
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
JAN 16 1956
FOR

file

W. G. Ballantyne Company

MANUFACTURERS REPRESENTATIVES

INDUSTRIAL EQUIPMENT

1215 NORTHWEST EVERETT STREET
PORTLAND 9, OREGON
ATWATER 4311

January 13, 1956

NOTED
FLOYD QUERY

Oregon State Highway Commission
State Highway Building
Salem, Oregon

Gentlemen: Sub: Interstate Bridge

You will find our check in the amount of $4.00 attached to this letter to cover two sets of the plans and specifications on the subject project.

These plans are required inasmuch as we will be asked to quote on the machinery parts required for this bridge by the contract shops here on the West Coast.

Your cooperation will be appreciated.

Done 1-16

Yours very truly,

W. G. BALLANTYNE CO.

W. G. Ballantyne

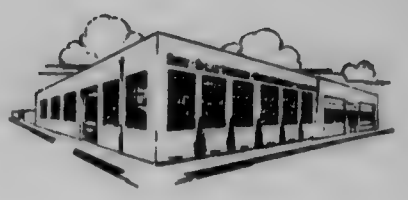
WGB:nf

RECEIVED
JAN 16 1956
STATE H... C...

1971

11613

A. H. Barbour & Son Inc.



PAINTING CONTRACTORS

2828 N. E. Alberta Street, Portland 11, Oregon

WEbster 2251

January 27, 1956

COMMERCIAL PAINTING

SAND BLASTING

STEAM CLEANING

SPRAY PAINTING

PAINT STYLING

SIGNS

TRUCK AND FLEET PAINTING

Oregon State Highway Commission
State Highway Building
Salem, Oregon

Subject: Interstate Bridge Over The Columbia River

Gentlemen:

We wish to obtain one set of plans and specifications for the Interstate Bridge on which you are calling for bids March 1, 1956. Enclosed is our check in the amount of $2.00 as rental charge for these plans.

Yours truly,

A. H. BARBOUR & SON, INC.

Pat Caraher

Pat Caraher
Office Manager

PC:ed
Enclosure

RECEIVED
JAN 31 1956
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
JAN 24 1956
FOR FILING

1911
463

January 23, 1956

John F. Beasley Construction Company
20 North Wacker Drive, Room 1745
Chicago 6, Illinois

Gentlemen:

Two sets of plans and specifications are being forwarded by separate mail for the Interstate Bridge project between Portland and Vancouver. As this project is considered as one contract and you requested two sets of plans, we are refunding $4.00 in cash as you submitted a check in the amount of $8.00.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

FAQ:fp
Enclosure

RECEIVED
MAR 9 - 1956
FOR FILING

7971
FABRICATED STEEL CONSTRUCTION
SEATTLE WORKS
W. E. ZIEGLER
4 \ 63

Bethlehem Pacific Coast Steel Corporation

P. O. BOX 3147
Seattle 14, Wash.

March 2, 1956

P. M Stephenson, Bridge Engineer
Oregon State Highway Commission
Salem, Oregon

Reference: Interstate Bridge
Columbia River at
Vancouver, Wash. - Portland, Oregon

Dear Sir:

We are returning herewith three (3) set of plans and specifications for the above mentioned structure.

Thank you for the use of these plans.

Very truly yours,

W E Ziegler

W. E Ziegler
Contracting Manager

ac
enc.3

RECEIVED
MAR 8 - 1956
OREGON STATE HIGHWAY COMMISSION
BRIDGE DEPARTMENT

RECEIVED
JAN 13 1956
FOR FILING

file

Bethlehem Pacific Coast Steel Corporation

7991
FABRICATED STEEL CONSTRUCTION
SEATTLE WORKS
4 452

8501 E. MARGINAL WAY
Seattle 14, Wash.

January 12, 1956

P. M. Stephenson, Bridge Engineer
Oregon State Highway Department
Salem, Oregon

Reference: Interstate Bridge over
Columbia River at
Vancouver, Washington

RECEIVED
JAN 13 1956

Dear Sir:

We will require three (3) sets of plans for our structural steel estimate on the subject structure.

Please forward one set of these plans and specifications to:

H. A. Schirmer, Contracting Manager
Bethlehem Pacific Coast Steel Corp.
Box 3494 Rincon Annex
San Francisco 19, California

Please forward the other two sets to us at our office in Seattle.

We will follow this letter with a check to cover the deposit, if required.

applic prepared
1-13-56
7.Q

Very truly yours,

W. E. Ziegler

W. E. Ziegler
Contracting Engineer

Please address reply to:
BETHLEHEM PACIFIC COAST STEEL
P. O. Box 3147, Terminal Station
Seattle 14, Wash.

ATTN: FABRICATED STEEL CONS

ADE:ac

RECEIVED
JAN 13 1956

RECEIVED
JAN 23 1956
FOR FILING

TELEPHONE : BROADWAY 5669

ALL COMMUNICATIONS ON OFFICIAL BUSINESS SHOULD BE ADDRESSED, AND ALL CHEQUES, MONEY ORDERS, ETC., MADE PAYABLE TO "BRITISH CONSULATE" AND NOT TO INDIVIDUAL MEMBERS OF THE STAFF.

IN REPLY PLEASE QUOTE
REF. NO.

311/3/1

BRITISH CONSULATE
907 LEWIS BUILDING,
PORTLAND 4, OREGON.

January 20th, 1956

Dear Sir,

NOTED
FLOYD QUERY

I shall be grateful for three copies of the plans and specifications for the proposed new Interstate Bridge which are available, I understand, at a cost of $2.00 per set.

It is possible that some British firms might be in a position to quote for some of the materials which would be required for this work, and I presume such bids could be considered, provided of course, your pre-qulaification of bidder requirements were met.

done 1-23
Info copies sent.

Yours very truly,

Norman R. Prickett
Vice-Consul

The Director,
Oregon State Highway Commission,
State Highway Building,
Salem, Oregon.

- Enclosure: Cheque for $6.00

RECEIVED
JAN 19 1956
FOR FILING

PAINTING AND DECORATING CONTRACTORS OF AMERICA

File r

J. E. BROWN COMPANY
INDUSTRIAL ★ COMMERCIAL ★ SPRAY
VERMONT 6104
Res. GARFIELD 8805

7911
PAINTING
4653

January 18, 1956.

Oregon State Highway Commission,
Salem, Oregon.

Gentlemen:

As your mailed notice on the Interstate Bridge, we would like to receive a set of specifications and prints on the steel work only as we wish to figure the painting sub-contract. Enclosed is check for $2.00.

Yours very truly,

J. E. BROWN COMPANY.

done 1-19

RECEIVED
JAN 19 1956
OREGON
STATE HIGHWAY COMMISSION

1971

4653

February 7, 1956

Butler Construction & Engineering Company
3419 Thirteenth Avenue SW
Seattle, Washington

ATTENTION: B. Greves
Secretary

Dear Sir:

You have probably received the plans for the Interstate Bridge between Portland and Vancouver. The Oregon Slough Bridge is to be contracted as a part of the Interstate Bridge.

We have your prequalification statement and have set a rating of $2,500,000, which amount is approximately one-third the estimated cost of this project.

If you should wish to bid this job, you might consider a joint venture with some prequalified contractor whose rating when added to yours, will at least equal the amount of your bid.

Prequalification is also required with the State of Washington for this project, and we have attached two of their prequalification forms, one of which should be returned to the Washington State Highway Department, 220 Transportation Building, Olympia, Washington, Attention: R. H. Kenyon.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

FAQ:dc
cc: O. S. Pearson
cc: P. M. Stephenson
Enc.

Butler Construction & Engineering Co.

Seattle 4, Washington

GENERAL CONSTRUCTION
INDUSTRIAL WORK
RAILROAD WORK
CONCRETE TANKS
BRIDGES
WHARFS

MAIN OFFICE & WAREHOUSE
3419 THIRTEENTH AVENUE S. W.
SEATTLE, WASHINGTON
SENECA 2339

ANCHORAGE OFFICE & WAREHOUSE
LOWER POST ROAD
ANCHORAGE, ALASKA
TELEPHONE 49141

February 1, 1956

Oregon State Highway Commission
State Highway Building
Salem, Oregon

Gentlemen:

We are interested in bidding the Oregon Slough Bridge which is advertised with the new interstate bridge over the Columbia River, to be bid on March 1st.

We are enclosing application for plans and our check for this project. Our prequalification statement was mailed on January 30th and there may be some delay before we receive the plans. Would you kindly advise if separate bids are to be received on the Oregon Slough Bridge.

Yours very truly,

B. Graves

Butler Construction & Engineering Co.
By B. Graves, Secretary

Info plans sent 2-2
not prequal in Wash
Prequal with Oregon no bid empf

mpb/g
encl 2

RECEIVED
FEB 2 1956
OREGON
STATE HIGHWAY COMMISSION

7971

4653

WASHINGTON STATE HIGHWAY COMMISSION
DEPARTMENT OF HIGHWAYS
OLYMPIA, WASHINGTON

February 14, 1956

Condon-Cunningham Co.
4229 Lafayette Avenue
Omaha, Nebraska

Gentlemen:

Prequalified Bidding Rate

The Standard Questionnaire and Financial Statement submitted by you has been accepted for the period indicated below. Analysis of the same indicates that the classes and amount of work, in and for which you have been qualified by law, are as follows:

YEAR	CLASSES OF WORK	AMOUNT
1955	1 and 5	$ 10,000,000.00

The amount stipulated above represents the maximum estimated value of incomplete work on hand and new work you have been prequalified to undertake. Obviously, the amount of construction work upon which you will be permitted to bid will be influenced from time to time by changes in the status of work on hand.

Li I prequalification 2-15

Very truly yours,

W. A. BUGGE
Director of Highways

By: R. H. KENYON
Engineer, Plans & Contracts

WAB: LK
RHK

cc: Dinsmore
Oregon State Highway Commission ✓

RECEIVED
FEB 15 1956
STATE

7971
4653

CONDON-CUNNINGHAM CO.
GENERAL CONTRACTORS
4229 Lafayette Ave.-Tel. Walnut 5686
Omaha 3, Nebraska

January 31, 1956

H. B. Glaisyer, Secretary
Oregon State Highway Department
Salem, Oregon

Dear Mr. Glaisyer:

We thank you for your letter of January 24th with which you included the forms for qualifying to bid in the State of Washington, which will permit us to submit a bid on the Interstate Bridge between Portland and Vancouver.

We have forwarded the necessary forms to the Washington State Highway Commission today, as explained by the enclosed carbon copy of letter to them.

Very truly yours

CONDON-CUNNINGHAM CO.

Fred B. Schultz

mn
encl

RECEIVED
FEB 2 1956
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
JAN 2[illegible] 1956
FOR FILING
7791
465

January 24, 1956

Condon-Cunningham Company
4229 Lafayette Avenue
Omaha, Nebraska

Gentlemen:

We are forwarding by separate mail plans and specifications for the Interstate Bridge between Portland, Oregon, and Vancouver, Washington. As this project is being sponsored by the States of Oregon and Washington, prequalification is required with the Highway Departments in both States. Your Company is adequately prequalified with the Oregon State Highway Department but we do not find your name listed among the contractors prequalified with the State of Washington. It is necessary, therefore, that we send you informational material at this time.

Assuming that you may wish to bid this project as a principal contractor, we have attached two Washington State Highway Department prequalification forms, one of which should be filled in according to their directions and returned to them at 220 Transportation Building, Olympia, Washington, Attention: Mr. R. H. Kenyon.

As soon as we know that you are properly prequalified with the State of Washington, we will forward a bid proposal for this project.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

FAQ:fp
Enc.

cc Mr. R. H. Kenyon
Mr. G. S. Paxson
Mr. P. M. Stephenson

ALL AGREEMENTS CONTINGENT UPON STRIKES AC[illegible]TS OR OTHER CAUSES OF DELAY BEYOND OUR CONTROL [illegible]TS SUBJECT TO CHANGE WITHOUT NOTICE

file

RECEIVED
JAN 23 1956
FOR FILING

Dant & Russell, Inc.

Pacific Coast Forest Products

7771
TELEGRAPHIC ADDRESS
"DANTRUS"
PORTLAND, OREGON
ALL CODES 4653

1320 S. W. BROADWAY
Portland 1, Oregon

January 20, 1956

NOTED
FLOYD QUERY

State Highway Commission,
State Highway Building,
Salem, Oregon

Gentlemen:

Please send us one set of plans and specifications for construction of the Interstate Bridge over the Columbia River between Vancouver and Portland and the Oregon Slough Bridge.

Enclosed is our check, in the amount of $2.00, in payment for the above.

Dupo dent 1-13

Yours very truly,

DANT & RUSSELL, Inc.,

Stanley Bishoprick

Stanley Bishoprick

SB:br

Encl.

RECEIVED
JAN 23 1956
STATE

RECEIVED
JAN 23 1956
FOR FILING

THE EARLE GEAR AND MACHINE COMPANY

CABLE ADDRESS
"EARLEGEAR"

TELEPHONES
MICHIGAN 4-4707-08

SALES OFFICE
149 BROADWAY
NEW YORK 6, N.Y.

4707 TO 4715 STENTON AVENUE

PHILADELPHIA 44

PA., U.S.A.

GEAR CUTTING AND
GEAR MANUFACTURING OF
EVERY DESCRIPTION
GENERAL MACHINE WORK

DESIGNERS AND MANUFACTURERS
OF OPERATING MACHINERY FOR
MOVABLE BRIDGES, LOCKS, GATES,
DREDGES, ETC.

File

1971

4653

JAN. 18, 1956

OREGON STATE HIGHWAY DEPT.
SALEM, OREGON

ATTN. MR. H. B. GLAISYER
SECRETARY

QUOTATIONS ARE SUBJECT TO CHANGE WITHOUT NOTICE. ALL CONTRACTS ARE SUBJECT TO THE APPROVAL OF MAIN OFFICE
WE WILL USE OUR BEST EFFORTS TO MAKE DELIVERY WITHIN THE TIME SPECIFIED, BUT IT MUST BE UNDERSTOOD THAT CAUSES BEYOND OUR CONTROL SUCH AS GOVERNMENT PRIORITIES AND ALLOCATIONS, DIFFICULTIES IN OBTAINING MATERIALS, STRIKES, ACCIDENTS AND DEFAULT BY SUB-CONTRACTORS OR SUPPLIERS MAY CAUSE DELAY. WE THEREFORE CANNOT GUARANTEE DELIVERY AS SPECIFIED AND YOUR ORDER WILL BE ACCEPTED BY US ONLY ON THIS CONDITION.
PRICES ARE NET AFTER DEDUCTION OF ALL TAXES.

RE: COLUMBIA RIVER BRIDGE
BETWEEN PORTLAND AND
VANCOUVER

NOTED
FLOYD QUERY

GENTLEMEN:

WE THANK YOU FOR YOUR LETTER OF DECEMBER 23RD AND ARE ENCLOSING OUR CHECK FOR $2.00, FOR WHICH KINDLY SEND US A SET OF PLANS AND SPECIFICATIONS FOR THE ABOVE PROJECT.

Refund 1/23

YOURS VERY TRULY,

THE EARLE GEAR & MACHINE COMPANY

James M. Earle

JAMES M. EARLE
VICE PRESIDENT

RECEIVED
JAN 23 1956
STATE H[illegible] COMMISSION

JME:K
ENCL.

ELECTRICAL CONSTRUCTION CO.

RECEIVED
FEB 8 1956
FOR FILING

7171

4453

Industrial and Commercial Electrical Contracting
INSTALLATION OF POWER AND CONTROL EQUIPMENT
— MAINTENANCE AND ENGINEERING —
2147 N. W. THURMAN STREET
PORTLAND 10, OREGON

February 8, 1956

Oregon State Highway Commission
State Highway Building
Salem, Oregon

Gentlemen:

Peter Kiewit Sons' Co. has asked us to furnish them with a bid on the electrical work for the Interstate Bridge (#7333). Our bid would be as a subcontractor.

They requested that we apply to you for a set of plans and specifications with which to prepare our estimate.

Enclosed is our check for $2.00. Please address the plans to our letterhead address.

Supplemental
2-9

Very truly yours,

ELECTRICAL CONSTRUCTION CO.

S. S. Adams
President

SSA/tr

RECEIVED
FEB 9 1956
STATE HIGHWAY COMMISSION

RECEIVED
JAN 23 1956
FOR FILING

fils

7911

4653

General Construction Company

GENERAL CONTRACTORS

3840 IOWA AVENUE
P. O. BOX 3328
Seattle 14, Washington

TELEPHONE
WEST 4320

Jan. 21, 1956

Oregon State Highway Commission,
Highway Building,
Salem, Oregon

NOTED
FLOYD QUERY

Gentlemen:

Will you kindly mail us one additional set of plans and specifications for the interstate bridge and the Oregon Slough Bridge. Our check for $2.00 to cover rental is enclosed.

Yours very truly,

GENERAL CONSTRUCTION COMPANY

By H. F. McEachern

HFM/s

RECEIVED
JAN 23 1956
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
JAN 18 1956
FOR FILING

General Construction Company

GENERAL CONTRACTORS

3840 IOWA AVENUE
P. O. BOX 3328
Seattle 14, Washington

TELEPHONE
WEST 4320

7971
4433

January 13, 1956

Oregon State Highway Commission,
State Highway Building,
Salem, Oregon

Dear Sirs:

We enclose herewith our check in the amount of $4.00 for which please mail us two (2) sets plans and specifications for construction of Interstate Bridge over Columbia River and Oregon Slough Bridge, etc.

Yours very truly,

GENERAL CONSTRUCTION COMPANY

By J. A. Samuelson
J. A. Samuelson

JAS/f

RECEIVED

7171

4633

WASHINGTON STATE HIGHWAY COMMISSION
DEPARTMENT OF HIGHWAYS
OLYMPIA, WASHINGTON

February 20, 1956

Ben C. Gerwick, Inc. &
M & K Corporation
112 Market Street
San Francisco 11, California

J O I N T V E N T U R E
Prequalified Bidding Rate

Gentlemen:

The Joint Venture Agreement submitted by you has been accepted for the period indicated below. Analysis of the Standard Questionnaire and Financial Statements for Ben C. Gerwick, Inc. and M & K Corporation indicates that the classes and amount of work, in and for which you have been qualified by law, are as follows:

Prequalified Period For the purpose of submitting a bid on the Columbia River Bridge between Portland, Oregon and Vancouver, Washington, on March 1, 1956.

Classes of Work 1, 4, 5 and 6

Amount $ 10,000,000.00

The amount stipulated above represents the maximum estimated value of incomplete work on hand and new work you have been prequalified to undertake. Obviously, the amount of construction work upon which you will be permitted to bid will be influenced from time to time by changes in the status of work on hand.

Very truly yours,

W. A. BUGGE
Director of Highways

By: R. H. KENYON
Engineer, Plans & Contracts

WAB:LK
RHK

cc: Dinsmore
M & K Corporation
Oregon State Highway Commission ✓

RECEIVED
FEB 22 1956
OREGON
STATE HIGHWAY COMMISSION

BEN C. GERWICK, JR., PRESIDENT

RECEIVED
JAN 19 1956
FOR FILING

BEN C. GERWICK, INC.

ENGINEERING CONSTRUCTION

GENERAL CONTRACTORS FOR
WHARVES · PIERS · BRIDGES
FOUNDATIONS · COFFERDAMS
BULKHEADS · UNDERPINNING
SUBMARINE ROCK BLASTING
MARINE PLATFORMS

112 MARKET STREET
SAN FRANCISCO. 11
SUTTER 1-7104

SUBMARINE PIPE LINES
DREDGING · FILE DRIVING
GUNITE REPAIRS · BORINGS

· MANUFACTURE OF
PRECAST AND PRESTRESSED
CONCRETE PRODUCTS

January 16, 1956

NOTED
FLOYD QUERY

Oregon State Highway Commission
State Highway Building
Salem, Oregon

VIA AIR MAIL

Subject: Requests for Plans and Specifications
Bid Date: March 1, 1956 9:00 A.M.

Gentlemen:

We would appreciate your forwarding to us at your earliest convenience two (2) sets of plans and specifications covering the construction of the Interstate Bridge over the Columbia River in the vicinity of Portland, Multnomah County, Oregon, and Vancouver, Clark County Washington.

We are enclosing herewith our check No. 1483 in amount $4.00 covering the required fee of $2.00 for each set of plans.

Yours very truly,

BEN C. GERWICK, INC.

By P McCaullic
P. McCaullic

M
Encl.
File PS 118-E
cc: VR
JCL
TWK

RECEIVED
JAN 19 1956
STATE HIGHWAY COMMISSION

RECEIVED
JAN 18 1956
FOR FILING

4771
4453

January 17, 1956

The Gilpin Construction Company
4850 N. W. Front Avenue
Portland, Oregon

Gentlemen:

Plans and specifications have been forwarded to you for the Interstate Bridge between Portland and Vancouver. We regret that we could send informational material only as the estimated cost of this project is approximately twice your prequalification rating.

If you are interested in bidding this project as a principal contractor, it is suggested that you consider a joint venture with some contractor whose rating when added to your own will at least equal the amount of your bid.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

FAQ:fp

cc Mr. P. M. Stephenson

RECEIVED
JAN 16 1956
FOR FILING

file

7971
465

The Gilpin Construction Co.

GENERAL CONTRACTORS
4850 N. W. FRONT AVENUE
BOX 3860
PORTLAND 8, OREGON

January 13, 1956

NOTED
FLOYD QUERY

Oregon State Highway Commission
Salem, Oregon

Gentlemen:

Please send to The Gilpin Construction Co. at P. O. Box 3860, 4850 N. W. Front Avenue, Portland 8, Oregon plans and proposal forms for the following projects on which you are receiving bids March 1, 1956:

County	Name of Project
Multnomah County, Ore. and Clark County, Wn.	1. New Interstate Bridge over Columbia River.
	2. Oregon Slough Bridge.
	3. Performance of miscellaneous and incidental work as required by the plans and specifications.

We enclose our check in the amount of $2.00 to pay for the plans at the rate of $2.00 per set. This payment is to be retained by the State as a charge for the plans.

Yours truly,

THE GILPIN CONSTRUCTION CO.

Don 1-16

By Otto Hermann
Otto Hermann, President

OH:nm
Encl.

RECEIVED
JAN 1
STATE

RECEIVED
JAN 18 1956
FOR FILING

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4653

file

TELEPHONE ATwater 0243

W. R. GRASLE CO.
ELECTRICAL CONTRACTING AND ENGINEERING
431 N. W. SIXTEENTH AVENUE
PORTLAND 9, OREGON

January 17, 1956

Oregon State Highway Commission
State Highway Building
Salem, Oregon

Ref: Interstate Bridge

Gentlemen:

Kindly send plans per enclosed application. Our letter dated January 13th indicated that we were enclosing a check in the amount of $2.00, however, we did enclose a check in the amount of $4.00 with our letter.

We are returning one set of plans and "special provisions" for the Banfield Expressway, Union Avenue - 42nd Avenue.

Ok - no charge for this set
7.6.

Very truly yours,

W. R. GRASLE CO.

(Mrs.) Grace V. Hamilton

Grace V. Hamilton

gh
Encl 2

RECEIVED
JAN 18 1956
STATE HIGHWAY COMMISSION

RECEIVED
JAN 1956
FILING

1:1 41
41 53

File

TELEPHONE ATWATER 0240

W. R. GRASLE CO.

ELECTRICAL CONTRACTING AND ENGINEERING
491 N. W. SIXTEENTH AVENUE
PORTLAND 9, OREGON

January 13, 1956

NOTED
FLOYD QUERY

Oregon State Highway Commission
State Highway Building
Salem, Oregon

Ref: Interstate Bridge

Gentlemen:

$4.00

Enclosed, find our check in the amount of $2.00 for which we would appreciate your sending plans and specifications relative to the above subject project.

Very truly yours,

W. R. GRASLE CO.

W. R. Grasle Jr.

gh
Encl 1

7971
4653
P. D. BARBER
MANAGER
OPERATING MANAGER
R. E. BEAN
CREDIT MANAGER

TELEPHONE CApitol 7-6641
BROADWAY 6641

GraybaR

ELECTRIC COMPANY, INC.
GRAYBAR BUILDING
PARK & FLANDERS STREETS
PORTLAND 9, OREGON

February 1, 1956

OREGON STATE HIGHWAY COMMISSION
STATE HIGHWAY BUILDING
SALEM, OREGON

Gentlemen:

PLANS AND SPECIFICATIONS
INTERSTATE BRIDGE

Enclosed please find our check for $2.00 for which we would like to have you send us a set of the plans and specifications for the new Interstate Bridge between N. Portland and Vancouver.

Enclosure
2-2

Yours very truly,

H. D. ANDERSON, MANAGER
POWER APPARATUS SALES

mj
Encl:

RECEIVED
FEB 2 1956
OREGON
STATE HIGHWAY COMMISSION

Everything Electrical
GRAYBAR

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

FAQ:fp

cc Mr. G. S. Paxson

RECEIVED
JAN 20 1956
FOR FILING
7971
4653

January 19, 1956

Carl N. Halvorson, Inc.
P. O. Box 1449
Portland 7, Oregon

Gentlemen:

By separate mail we are sending to you plans and specifications for the Interstate Bridge between Portland and Vancouver. We regret that it is necessary to send informational material as the estimated cost of this project greatly exceeds your prequalification rating. Should you wish to bid this project as a principal contractor, you might consider a joint venture with some prequalified contractor whose rating when added to yours will at least equal the amount of your bid.

Prequalification is also required with the Washington State Highway Department for those who bid as principal contractors. If you wish to secure prequalification forms from Washington, you may obtain them by addressing the Washington State Highway Department, 220 Transportation Building, Olympia, Washington, Attention Mr. Kenyon.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

FAQ:fp

cc Mr. G. S. Paxson

RECEIVED
JAN 17 1956
FOR FILING

797H
4653

January 17, 1956

Mr. Lee Hoffman
Box 37
Beaverton, Oregon

Dear Sir:

By separate mail, we are forwarding plans and specifications for the Interstate Bridge between Portland and Vancouver. It has been deemed necessary to send informational material as the estimated cost of this project is far in excess of your prequalification rating.

Should you wish to bid this project as a principal contractor, you might consider a joint venture with some prequalified contractor whose rating added to your own will at least equal the amount of your bid.

If you are interested only in subcontracting, no additional prequalification is required.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

FAQ:fp

cc Mr. G. S. Paxson

RECEIVED
FOR FILING

ATWATER 4-4[illegible]

File P

HUENERGARD ELECTRIC COMPANY

INDUSTRIAL AND COMMERCIAL WIRING AND REPAIRS
POWER LINE CONSTRUCTORS

611 N. W. GLISAN STREET PORTLAND 9, OREGON

7971
4623

January 24, 1956

State Highway Commission
State Highway Building
Salem, Oregon

Gentlemen:

Enclosed is our check in the amount of two dollars ($2.00) as a deposit on the plans and specifications for the Inter-State Bridge to be constructed over the Columbia River between Vancouver, Washington and Portland, Oregon.

Yours very truly

HUENERGARD ELECTRIC COMPANY

done 1-25

By: R. E. Huenergard

RECEIVED
JAN [illegible]
STATE [illegible]

7771

4653

WASHINGTON STATE HIGHWAY COMMISSION
DEPARTMENT OF HIGHWAYS
OLYMPIA, WASHINGTON

February 24, 1956

Independent Iron Works, Inc.
Eighth and Pine Streets
Oakland, California

Gentlemen: Prequalified Bidding Rate

The Standard Questionnaire and Financial Statement submitted by you has been accepted for the period indicated below. Analysis of the same indicates that the classes and amount of work, in and for which you have been qualified by law, are as follows:

YEAR	CLASSES OF WORK	AMOUNT
1956	5 and 6	$8,340,000.00

The amount stipulated above represents the maximum estimated value of incomplete work on hand and new work you have been prequalified to undertake. Obviously, the amount of construction work upon which you will be permitted to bid will be influenced from time to time by changes in the status of work on hand.

Very truly yours,

W. A. BUGGE
Director of Highways

By: VAL G. RINEHART
Asst. Engineer, Plans & Contracts

WAB:LM
VGR
cc: Dinsmore
Kenyon
Oregon State Highway Commission

RECEIVED
FEB 27 1956
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
FEB 21 1956
FOR FILING

7971

4653

DOMESTIC SERVICE
Check the class of service desired; otherwise this message will be sent as a fast telegram

TELEGRAM	
DAY LETTER	
NIGHT LETTER	

$
S
E

WESTERN UNION
TELEGRAM

W. P. MARSHALL, PRESIDENT

1206 (4-53)

INTERNATIONAL SERVICE
Check the class of service desired; otherwise the message will be sent at the full rate

FULL RATE	
LETTER TELEGRAM	
SHORE-SHIP	

NO. WDS.-CL. OF SVC.	PD. OR COLL.	CASH NO.	CHARGE TO THE ACCOUNT OF	TIME FILED

Send the following message, subject to the terms on back hereof, which are hereby agreed to

Salem, Oregon
February 23, 1956
4:00 p.m.

Independent Iron Works
Eighth and Pine Sts.
Oakland, California

New prequalification rating set at $6,900,000. Can forward bid proposal for Columbia River Bridge when cleared with Washington State Highway Commission.

CC: Confirmation
Files
Accounting (5003-900)

H. B. Glaisyer, Secretary
OREGON STATE HIGHWAY COMMISSION

CLASS OF SERVICE

This is a fast message unless its deferred character is indicated by the proper symbol.

WESTERN UNION
TELEGRAM

W. P. MARSHALL, PRESIDENT

1201

SYMBOLS
DL = Day Letter
NL = Night Letter
LT = International Letter Telegram

The filing time shown in the date line on domestic telegrams is STANDARD TIME at point of origin. Time of receipt is STANDARD TIME at point of destination

[39].

PRA191 OB432

O LLA403 PD=WUX OAKLAND CALIF 23 330PMP=
OREGON STATEHIGHWAY DEPT: ATTN H B GLAISGER
STATE HIGHWAY BLDG SALEM ORG=

PLEASE AIRMAIL BID FORM TO US IMMEDIATELY UPON RECEIPT OF PREQUALIFICATION ACCEPTANCE FROM WASHINGTON AND OREGON REFERENCE BID ON INTERSTATE AND OREGON SLOAGH BRIDGES=

INDEPENDENT IRON WORKS INC WESSEL EIGHTH AND PINE STREET OAKLAND=

REFERRED TO BY SECRETARY

Dept of Wash Hwy Dept. 2-24
Phoned - Indep Iron Works Inc Oakland

done 2-24 AM
airmailed

THE COMPANY WILL APPRECIATE SUGGESTIONS FROM ITS PATRONS CONCERNING ITS SERVICE

RECEIVED
JAN 20 1956
FOR FILING

January 19, 1956

Independant Iron Works, Inc.
Eighth & Pine Streets
Oakland 7, California

Gentlemen:

We have your application for plans for the Interstate Bridge between Portland and Vancouver and also two checks in the sum of $2.00 each. This project is considered as one contract and a charge of $2.00 only is made for each set of plans. We are, therefore, returning your check #8076 in the amount of $2.00.

A prequalification amount of $4,500,000 has been set up for your Company. As this amount is far less than the estimated cost of the bridge, it will be necessary to send you informational material. If you wish to bid as a principal contractor, we suggest that you consider a joint venture with some contractor whose prequalification amount when added to yours will at least equal the amount of your bid.

On this particular job prequalification is required with the Washington State Highway Department as well as with us. Should you wish to prequalify with them, we understand that prequalification forms may be secured from the Washington State Highway Department, 220 Transportation Building, Olympia, Washington, Attention, Mr. Kenyon.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

FAQ:fp
Enclosure

cc Mr. G. S. Paxson

7771
4153

WASHINGTON STATE HIGHWAY COMMISSION
DEPARTMENT OF HIGHWAYS
OLYMPIA, WASHINGTON

February 9, 1956

Intrusion Prepakt, Incorporated
779 Union Commerce Building
Cleveland 14, Ohio

Gentlemen:

Prequalified Bidding Rate

The Standard Questionnaire and Financial Statement submitted by you has been accepted for the period indicated below. Analysis of the same indicates that the classes and amount of work, in and for which you have been qualified by law, are as follows:

YEAR	CLASSES OF WORK	AMOUNT
1955	5	$ 5,390,000.00

The amount stipulated above represents the maximum estimated value of incomplete work on hand and new work you have been prequalified to undertake. Obviously, the amount of construction work upon which you will be permitted to bid will be influenced from time to time by changes in the status of work on hand.

Very truly yours,

W. A. BUGGE
Director of Highways

By: R. H. KENYON
Engineer, Plans & Contracts

WAB:LM
RHK

cc: Oregon State Highway Commission
Dinsmore

RECEIVED
FEB 10 1956
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
JAN 20 1956
FOR FILING
1911
4653

January 19, 1956

Intrusion-Prepakt
300 - 12th Avenue
Seattle 22, Washington

Attention: Mr. C. H. Ferguson
District Manager

Gentlemen:

We are forwarding by separate mail plans and specifications for the Interstate Bridge between Portland and Vancouver.

In today's mail we received your prequalification statement with the Oregon State Highway Department and have set an amount of $3,500,000. As this amount is far less than the estimated cost of the project, it has been deemed necessary to forward informational material. If you are interested in bidding this project as a principal contractor, you might consider a joint venture with some prequalified contractor whose rating when added to your own will at least equal the amount of your bid.

For this particular job, prequalification is also required with the Washington State Highway Department. It is our understanding that prequalification forms may be secured from them at 220 Transportation Building, Olympia, Washington, Attention: Mr. Kenyon.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

FAQ:fp

CONCRETE - MASONRY - STRUCTURALLY CONDITIONED

INTRUSION-PREPAKT
INCORPORATED

CHICAGO
PHILADELPHIA
TORONTO
SAN FRANCISCO
SEATTLE
KANSAS CITY
ATLANTA

EXECUTIVE OFFICES
UNION COMMERCE BUILDING
CLEVELAND 14, OHIO

ADDRESS REPLY TO
300 12TH AVENUE
SEATTLE 22, WASHINGTON

CABLE ADDRESS
PREPAKT-CLEVELAND

January 17, 1956

Oregon State Highway Commission
State Highway Building
Salem, Oregon

Gentlemen:

Please send a set of plans and specifications for construction of the Interstate Bridge across the Columbia River, between Washington and Oregon to this office and one set to our Cleveland Office, Intrusion-Prepakt, Inc., Union Commerce Building, Cleveland 14, Ohio.

Enclosed is a check in the amount of $4.00 to cover the cost of the two sets of plans and specifications requested above.

Yours very truly,

INTRUSION-PREPAKT, INC.

Info sent - not prequal
write letter

C. H. Ferguson

C. H. Ferguson
District Manager

CHF:jw

Encl: (1) Check in the amount of $4.00.

cc: Cleveland Office (1)
J. H. Bowman - File (1)

RECEIVED
JAN 18 1956
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
JAN 23 1956
FOR FILING
7911
4653

Isaacson Iron Works

January 20, 1956

Isaacson Iron Works
P. O. Box 3028
Seattle 14, Washington

Attention: Mr. George Works
Estimator

Gentlemen:

Plans and specifications for the Interstate Bridge between Portland and Vancouver are being forwarded by separate mail. As your Company is not prequalified with us, it is necessary that we send informational material.

If you wish to bid on this project as a principal contractor, you may be prequalified by filling in and returning to this office one of the attached forms. When the form is received your rating will be determined and we will advise you of the amount.

Prequalification as a principal contractor for this project is also required with the Washington State Highway Department. If you wish to prequalify with them, it is our understanding that prequalification forms may be secured at 220 Transportation Building, Olympia, Attention: Mr. R. H. Kenyon.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

FAQ:fp
Enc.

CIRCLE I BRAND STEEL PRODUCTS

Isaacson Iron Works

CABLE ADDRESS "ISAACSON"

PHONE MA. 5100 ★ POST OFFICE BOX 3020 ★ Seattle, 14 ★ WASHINGTON

Address all Communications to the Company in DUPLICATE

January 18, 1956

Oregon State Highway Commission
State Highway Building
Salem, Oregon

Gentlemen

We are enclosing herewith our rental check in the amount of 2.00 for which please send us the plans and specifications on the New Interstate Bridge - Columbia River and Alts. to Oregon Slough Bridge.

Yours very truly

ISAACSON IRON WORKS

George Works

George Works, Estimator

Enclosure - Rental Check

pc Info sent - not purchased.

RECEIVED
JAN 19 1956
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
JAN 20 1956
FOR FILING
7971
4653

January 19, 1956

Jaggar-Sroufe Co.
939 S. W. Tenth Avenue
Portland 5, Oregon

Attention: Mr. J. L. Barkhurst

Gentlemen:

Plans and specifications are being forwarded by separate mail for the Interstate Bridge between Portland and Vancouver.

Prequalification is required if you wish to bid as a principal contractor. However, it is our understanding that no prequalification will be required if you wish to bid as a subcontractor. To bid as a principal contractor, it is necessary that you be prequalified with the State Highway Department in Washington as well as with the Oregon State Highway Department. Prequalification forms for Washington may be obtained from L.r. Kenyon, Washington State Highway Department, 220 Transportation Building, Olympia.

Two Oregon prequalification forms are attached. If you wish to prequalify, fill in one of the forms as completely as you can and return it to us. When the form is received the rating will be determined and we will advise you of the amount.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

FAQ:fp
Enc.

Power Plants
Industrial Installations
Office Buildings
Theatres

S. I. JAGGAR
J. H. SROUFE
A. A. TOBEY

JAGGAR-SROUFE CO.

ELECTRICAL CONTRACTING ENGINEERS

939 S. W. TENTH AVENUE

PORTLAND 5, OREGON

January 16, 1956

Oregon State Highway Commission
Salem, Oregon

Gentlemen:

We are enclosing our check for $2.00 with application for plans and specifications for electrical work on the new Interstate Bridge to be built over the Columbia River.

Please send us the necessary prequalification forms.

If it is required that we be prequalified with the State of Washington too, would you please inform us where we could get forms? Thanking you, we are

Yours very truly,

JAGGAR-SROUFE COMPANY

BY J. L. Barkhurst

J. L. Barkhurst

JLB/ee
Encl.

RECEIVED
JAN 1 [illegible]
PLAT

RECEIVED
JAN 6 1956
FOR FILING
7871
4653

January 5, 1956

Guy H. James Construction Co.
4901 Sewell Avenue-P. O. Box 9575
Oklahoma City 18, Oklahoma

Gentlemen:

Your letter of December 29 addressed to Carl Jonnassen, concerning plans forthe interstate bridge between Portland and Vancouver has been referred to us for reply.

A set of plans and specifications will be forwarded as soon as they are available. However, a standard charge is made in the sum of $2.00 for each set of plans issued. As your Company is not prequalified with the Oregon State Highway Commission, we cannot send a bid proposal until such prequalification statement has been received and examined.

Attached are two forms used by the Oregon State Highway Department. To prequalify you should fill in one of the forms as completely as you can and return it to this office. When the form is received a rating will be determined and if it is adequate, we will forward a bidding proposal; also, your Company will be placed on our list of prequalified contractors to receive all notices on future projects.

Very truly yours,

H. B. Glaisyer, Secretary
OREGON STATE HIGHWAY COMMISSION

By

Floyd Ousry, Assistant Secretary

FO:mm

cc: G. S. Paxson

GUY H. JAMES CONSTRUCTION CO.
CONTRACTORS
4901 SEWELL AVENUE—P. O. BOX 9575
OKLAHOMA CITY 18, OKLAHOMA

December 29, 1955

Oregon State Highway Commission
327 Highway Building
Salem, Oregon

Attn: Carl Jonnassen, Chief Eng.

Gentlemen:

We are interested in receiving one set of plans, specifications and bidding papers covering your proposed interstate bridge across the Columbia River between Portland, Oregon, and Vancouver, Washington.

It is our understanding that no deposit is required for the above mentioned plans.

Very truly yours

GUY H. JAMES CONSTRUCTION CO.

H. D. Rice, Jr.

HDR:of

RECEIVED
JAN 3 - 1956
OREGON STATE HIGHWAY COMMISSION
BRIDGE DEPARTMENT

RECEIVED
JAN 3 1956
STATE HIGHWAY COMMISSION

PAUL JARVIS, Inc.

GENERAL CONTRACTORS

1070 WEST EWING STREET
P. O. BOX 4001, MAGNOLIA STATION
SEATTLE 99, WASHINGTON

GARFIELD 4373

7971

4633

NOTED
FLOYD QUERY

February 15, 1956

State of Oregon
Department of Highways
Salem, Oregon

Gentlemen:

We return, under separate cover, the plans and specifications for the Interstate Bridge No. 7333.

We were unable to form a satisfactory joint venture for this job, so will not be bidding. However, we thank you for the opportunity of figuring it.

Very truly yours,

PAUL JARVIS, INC.

By _____
Secretary-Treasurer

PJjr/eg

RECEIVED

RECEIVED
JAN 20 1956
FOR FILING

January 19, 1956

Paul Jarvis, Inc.
P. O. Box 129
Prosser, Washington

Gentlemen:

Plans and specifications are being forwarded by separate mail for the Interstate Bridge between Portland and Vancouver. It is required to send informational material as your Company has not prequalified with the Oregon State Highway Department. If you wish to bid on this project as a principal contractor, prequalification is required with the Washington State Highway Department and also with the Oregon State Highway Department.

Attached are two Oregon prequalification forms. To prequalify in Oregon you should fill in one of the attached forms as completely as you can and return it to us. When the form is received a rating will be determined and, if it is adequate, a bidding proposal will be forwarded.

Washington prequalification forms, if you wish them, may be secured from the Washington State Highway Department, 220 Transportation Building, Olympia, Washington, Attention: Mr. Kenyon.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

FAQ:fp
Enc.

1911

463

FORM E-20 97,500 4-58 [illegible]

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

January 27, 1956

SUBJECT: Kansas City Bridge Company
Prequalification Rating

To: Mr. Floyd Query
Office

L

Mr. F. K. Shiley of the Kansas City Bridge Company, Kansas City, Missouri, telephoned your office this morning as he had received your letter of January 24 informing him of the Three Million Dollar prequalification rating, etc.

Mr. Shiley was a little confused as to whether the Three Million Dollar amount included the amount of the jobs they already had in progress. I told him no, that his bidding power in the State of Oregon would be the Three Million Dollars. I explained the method in which we figure a pre-qualification rating by using a certain factor.

Mr. Shiley stated they had not decided yet if they would be bidding on the Interstate Bridge project, but if they do it will naturally be a joint venture.

Cee

C. W. Head

7:10 A.M.

RECEIVED
JAN 25 1956
FOR FILING

January 24, 1956

Kansas City Bridge Co.
928 Broadway
Kansas City 5, Missouri

Attention: Mr. John S. Maitland
Vice President

Gentlemen:

As requested in your letter of January 23, addressed to Mr. P. M. Stephenson, we are forwarding one set of plans for the Interstate Bridge between Portland and Vancouver to 928 Broadway, Kansas City 5, Missouri.

In yesterday's mail we received your prequalification statement, and your rating, which is good until April 1, 1956, has been set at $3,000,000. This amount is far less than the estimated cost of the above project and it has been necessary for us to send informational material.

It may be that your Company is planning to bid this project as a joint venture with some contractor who is prequalified in both Oregon and Washington. If you plan to submit such a bid, the prequalification amount of the other contractor should be enough so that when it is added to your own amount the total will be at least equal to the amount of your bid. If you wish to bid as a joint venture, please let us know the name of the other company.

As this project is sponsored jointly by the States of Oregon and Washington, it is necessary that the principal contractor or contractors be prequalified in both States. Your name does not appear among the contractors prequalified in the State of Washington. Attached are two prequalification forms furnished by Washington. One of these forms should be filled in according to their instructions and returned to them at 220 Transporation Building, Olympia, Washington, Attention: Mr. R. H. Kenyon. Please let us know as soon as your rating has been set with the State of Washington.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

FAQ:fp
Enclosure

cc Mr. R. H. Kenyon
Mr. G.S. Paxson
Mr. P. M. Stephenson

WASHINGTON STATE HIGHWAY COMMISSION
DEPARTMENT OF HIGHWAYS
OLYMPIA, WASHINGTON

January 27, 1956

REFERRED TO BY SECRETARY

Euckenberg Construction Company
11104 N. E. Holman
Portland 20, Oregon

Gentlemen: **Revised** Prequalified Bidding Rate

The Standard Questionnaire and Financial Statement submitted by you has been accepted for the period indicated below. Analysis of the same indicates that the classes and amount of work, in and for which you have been qualified by law, are as follows:

YEAR	CLASSES OF WORK	AMOUNT
1955	1, 2, 3, 4, 5 and 6	$10,000,000.00

The amount stipulated above represents the maximum estimated value of incomplete work on hand and new work you have been prequalified to undertake. Obviously, the amount of construction work upon which you will be permitted to bid will be influenced from time to time by changes in the status of work on hand.

Very truly yours,

W. A. BUGGE
Director of Highways

By: R. H. KENYON
Engineer, Plans & Contracts

WAB: LM
RHK

cc: Dinsmore
Oregon State Highway Commission
H. B. Claisyer, Secretary
Attn: F. A. Query

RECEIVED
JAN 30 1956
STATE HIGHWAY COMMISSION

RECEIVED
JAN 23 1956
FOR FILING

January 20, 1956

Kuckenberg Construction Company
11104 N. E. Holman Street
Portland 13, Oregon

Gentlemen:

This morning we were checking prequalification ratings with the State Highway Department in Washington in connection with bids to be received for the Interstate Bridge project between Portland and Vancouver. They informed us that your rating with them is $5,000,000 but may be raised to a considerably higher figure if you will provide them with such information as they require. Will you please take this matter up with them so that your prequalification rating may be clear in both states, as is required by the prequalification laws of the two states.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

FAQ:fp
cc Mr. G. S. Paxson
Mr. P. M. Stephenson

RECEIVED
JAN 21 1956
FOR FILING

January 23, 1956

R. E. Kunz Company
1016 First Avenue South
Seattle 4, Washington

Gentlemen:

We have your letter of January 21 stating that you have not yet received the plans for the new Interstate Bridge. We are at a loss to explain this as our records show that a set of plans was sent to you at 1016 First Avenue South, Seattle 4, on January 16. There is always the possibility, of course, that the plans may have gotten lost so we are forwarding another set today.

Attached is a list of contractors who have been furnished bid proposals for the Interstate Bridge.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

FAQ:fp
Enclosure

INTERSTATE BRIDGE

Contractors who have been furnished bid proposals

1. U. S. Steel Corporation - New York, N. Y.
2. Fred J. Early, Jr., Inc. - San Francisco, Calif.
3. Bethlehem Pacific Coast Steel - San Francisco, Calif.
4. Guy F. Atkinson Co. - Portland
5. General Construction Co. - Seattle, Wn.
6. Morrison-Knudsen Co. - Seattle, Wn.
7. Kuckenberg Construction Co. - Portland
8. Pacific Bridge Co. - San Francisco, California
9. Peter Kiewit Sons Co. - Vancouver, Wn.
10. Massman Construction Co. - Kansas City, Mo.
11. Moore Dry Dock Co. - Oakland, Calif.
12. Pacific Car & Foundry - Renton, Wn.
13. Ben C. Gerwick - San Francisco, Calif.
14. John F.Beasley Construction Co. - Chicago

R. E. KUNZ COMPANY

MANUFACTURERS' REPRESENTATIVES • • • • • • • INDUSTRIAL SPECIALTIES

~~408 Broad Street~~ 1016-1550
SEATTLE 4, WASHINGTON
~~SEneca 6750~~ EL 4949

January 21, 1956

Oregon State Highway Department
Plans and Specifications Department
State of Oregon
Salem, Oregon

Subject: Interstate Bridge

Gentlemen:

On January 9, I wrote you requesting a set of Plans and Specifications for the new Interstate Bridge.

On January 16 you wrote explaining that the price was $5.00 per set. I sent my check the next day.

As yet I have not received my set and I am most anxious to get them. Please see that I get these at your earliest convenience.

Yours very truly,
R. E. KUNZ CO.

Robert E. Kunz

1-16 sent to
Plans & Specs
Salem

RECEIVED
JAN 23 1956
STATE HIGHWAY COMMISSION

G. F. KUNZ COMPANY

January 16, 1956

R. E. Kunz Company
1016 - First Avenue South
Seattle 4, Washington

Attention: Mr. Robert E. Kunz

Gentlemen:

As requested in your letter of January 9, we are forwarding by separate mail plans and specifications for the Interstate Bridge between Portland and Vancouver. A charge of $2.00 is made for each set and your remittance in that amount will be appreciated.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

FAQ:fp

R. E. KUNZ COMPANY

MANUFACTURERS' REPRESENTATIVES • • • • • • INDUSTRIAL SPECIALTIES

~~408 Broad Street~~
SEATTLE ~~9~~, WASHINGTON
~~SEneca 0750~~

New Address
1016 - 1st Ave. South
Seattle 4, Wash.
Phone MAin 4949

January 9, 1956

Plans and Contracts Section
Oregon State Highway Commission
State of Oregon
Salem, Oregon

Gentlemen:

I understand that your office will issue on or about January 13 the plans and specifications for the new [illegible] across the Columbia River at Vancouver.

I would appreciate receiving a set of the plans and specifications when they are available. Please invoice this office for any charges for these plans.

In addition to the above I would appreciate receiving a copy of the Planholders List when this becomes available.

Yours very truly,
R. E. KUNZ CO.

Robert E. Kunz

Please note new address.

RECEIVED
JAN 10 1956
STATE HIGHWAY COMMISSION

RECEIVED
JAN 19 1956
FOR FILING

R. E. KUNZ COMPANY

MANUFACTURERS' REPRESENTATIVES • • • • • • INDUSTRIAL SPECIALTIES

~~400 Broad Street~~ 1016 - 1st So
SEATTLE 9, WASHINGTON
~~SEneca 6750~~ EL 4949

111
453

1/17/56

Rec'd

Payment is attached for one set of Interstate Bridge Plans and Specs.

See your letter to me of January 16.

Sincerely,

R E Kunz

RECEIVED
JAN 18 1956
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
JAN 19 1956
FOR FILING

LORD ELECTRIC COMPANY
INCORPORATED
ELECTRICAL CONSTRUCTION

7111
NEW YORK
BOSTON
PITTSBURGH
PORTLAND
463

535 S. W. CLAY STREET
PORTLAND 1, OREGON

TELEPHONE
ATWATER 7423

January 18, 1956

Oregon State Highway Dept.
Salem, Oregon

Gentlemen:

Please send us another set of plans and specifications for the construction of the Interstate Bridge between Vancouver, Washington and Portland, Oregon.

Enclosed is our check in the amount of two dollars ($2.00) to cover this charge.

Very truly yours,

LORD ELECTRIC COMPANY, Inc.

W. R. McCabe

Issued 1-19

WRM:cy
encl.

RECEIVED
JAN 19 1956
STATE HIGHWAY COMMISSION

file

RECEIVED
JAN 16 1956
FOR FILING

NEW YORK
BOSTON
PITTSBURGH
PORTLAND
4653

LORD ELECTRIC COMPANY
INCORPORATED
ELECTRICAL CONSTRUCTION

535 S. W. CLAY STREET
PORTLAND 1, OREGON

TELEPHONE
CAPITOL 8-7423

January 13, 1956

State Highway Commission
Salem, Oregon

NOTED
FLOYD QUERY

Attention: Mr. H. B. Glaisyer, Secretary

Subject: Interstate Bridge
Bids due March 1, 1956

Dear Sir:

Kindly send us a set of plans and specifications for the above project. Our check in the amount of $2.00 is enclosed.

done 1-16

Very truly yours,

LORD ELECTRIC COMPANY, Inc.

W. R. McCabe cy

W. R. McCabe

WRM:cy
encl.

cc: GCF

RECEIVED
JAN 16 1956

RECEIVED
FEB 10 1956
FOR FILING
1171
1153

P. S. LORD MECHANICAL CONTRACTORS

4507 S. E. MILWAUKIE AVENUE
PORTLAND 2, OREGON

February 8, 1956

Oregon State Highway Department
Salem, Oregon

Gentlemen:

We have been receiving inquiries regarding proposed work on the new Interstate bridge over the Columbia River, Vancouver, Washington.

Will you please forward us one informational set of plans and specifications for this project.

Enclosed please find a $2.00 credit slip to cover the cost of same.

Very truly yours,

P. S. LORD MECHANICAL CONTRACTORS

L. C. DeLoff

Supplement
2-10

LCD:s

encl.

RECEIVED
FEB 10 1956
OREGON
STATE HIGHWAY COMMISSION

7971

4653

M & K CORPORATION
GENERAL CONTRACTORS
405 MONTGOMERY STREET
SAN FRANCISCO 4

February 17, 1956

Mr. H. B. Glaisyer
Secretary
Oregon State Highway Commission
Salem, Oregon

Dear Sir:

We wish to thank you for notifying us promptly of being prequalified in the State of Oregon. You bring up the point that in order to bid on the Interstate Bridge we also have to be qualified in the State of Washington.

For your information, a prequalifying statement was submitted to the State of Washington the same date on which we submitted one to you and we were just notified this morning that we are qualified in that state in the amount of $7,250,000.00.

Very truly yours,

M & K CORPORATION

H. A. Kaase

HAK/ad

REFERRED TO
BY SECRETARY

791
4653

WASHINGTON STATE HIGHWAY COMMISSION
DEPARTMENT OF HIGHWAYS
OLYMPIA, WASHINGTON

February 16, 1956

M & K Corporation
405 Montgomery Street
San Francisco, California

Gentlemen:

Prequalified Bidding Rate

The Standard Questionnaire and Financial Statement submitted by you has been accepted for the period indicated below. Analysis of the same indicates that the classes and amount of work, in and for which you have been qualified by law, are as follows:

YEAR	CLASSES OF WORK	AMOUNT
1955	1, 4, 5 and 6	$ 7,250,000.00

The amount stipulated above represents the maximum estimated value of incomplete work on hand and new work you have been prequalified to undertake. Obviously, the amount of construction work upon which you will be permitted to bid will be influenced from time to time by changes in the status of work on hand.

Very truly yours,

W. A. BUGGE
Director of Highways

By: R. H. KENYON
Engineer, Plans & Contracts

WAB: LK
RHK

cc: Dinsmore
Oregon State Highway Commission ✓

RECEIVED
STATE

4/9-11

4/53

February 15, 1956

M. & K. Corporation
405 Montgomery Street
San Francisco 4, California

Attn: H. A. Kasse

Gentlemen:

We have received your prequalification statement with the state of Oregon and have set an amount of $6,000,000. We also received a joint venture agreement between your corporation and Ben C. Gerwick for the purpose of bidding on the Interstate Bridge between Portland, Oregon, and Vancouver, Washington. The Gerwick Company is prequalified in Oregon and in the state of Washington, however, it appears that your corporation has not yet prequalified with the state of Washington which is required in order to bid on this project. If you have not yet submitted a prequalification statement to the state of Washington, we have attached two of the Washington prequalification forms which should be filled in according to the instructions with the forms. One of the copies should be returned to Washington State Highway Department, 220 Transportation Building, Olympia, Washington, attention Mr. R. H. Kenyon. As soon as we know that you are prequalified with the state of Washington we can then forward a bidding proposal in the name of Ben C. Gerwick, Inc., and M. & K. Corporation.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

FAQ:eu

cc: Mr. R. H. Kenyon
220 Transportation Building
Olympia, Washington

cc: Ben C. Gerwick, Inc.
112 Market Street
San Francisco, California

M & K CORPORATION
GENERAL CONTRACTORS
405 MONTGOMERY STREET
SAN FRANCISCO 4

February 10, 1956

Oregon State Highway Commission
Salem, Oregon

Gentlemen:

We enclose prequalifying papers together with other pertinent information relating thereto in order that we may be qualified to bid upon work for which a call for bids is published by your department.

We are particularly interested in the work on the Pacific Highway in the vicinity of Portland, Multnomah County, Oregon and Vancouver, Clark County, Washington, more specifically described as the new Interstate Bridge over Columbia River and Oregon Slough Bridge, the bid of which opens at the Imperial Hotel, Portland, Oregon at 9:00 a.m. Thursday March 1, 1956.

We believe the file is complete and all documents have been properly executed, however if there are any questions or if additional information is desired, please get in touch with us at once.

Very truly yours,

M & K CORPORATION

H. A. Kaase

HAK/ad

Enclosures

Bridge proposal in Ass't Sec'y
M+K " Salem Ore

RECEIVED
FEB 14 1956
STATE HIGHWAY COMMISSION

7971

4453

WASHINGTON STATE HIGHWAY COMMISSION
DEPARTMENT OF HIGHWAYS
OLYMPIA, WASHINGTON

February 16, 1956

Macco Corporation
14409 So. Paramount Blvd.
Paramount, California

Gentlemen:

Prequalified Bidding Rate

The Standard Questionnaire and Financial Statement submitted by you has been accepted for the period indicated below. Analysis of the same indicates that the classes and amount of work, in and for which you have been qualified by law, are as follows:

YEAR	CLASSES OF WORK	AMOUNT
1955	1, 2, 3, 4, 5, 6 and 7	$ 10,000,000.00

The amount stipulated above represents the maximum estimated value of incomplete work on hand and new work you have been prequalified to undertake. Obviously, the amount of construction work upon which you will be permitted to bid will be influenced from time to time by changes in the status of work on hand.

Very truly yours,

W. A. BUGGE
Director of Highways

By: R. H. KENYON
Engineer, Plans & Contracts

WAB: LH
RHK

cc: Dinsmore
Oregon State Highway Commission ✓

RECEIVED
FEB 17 1956
STATE HIGHWAY COMMISSION

Phones NEvada 6-1261
METcalf 3-1121

MACCO CORPORATION

14409 SO. PARAMOUNT BLVD.
PARAMOUNT, CALIFORNIA

197
4-53

February 3, 1956

REFERRED TO
BY SECRETARY

Washington State Highway Department
220 Transportation Building
Olympia, Washington

Attention: Mr. R. H. Kenyon

Gentlemen:

We are enclosing herewith Standard Questionnaire and Financial Statement which we have completed as of December 31, 1954, together with our November 30, 1955, Balance Sheet.

This Questionnaire and Statement is being filed for the purpose of prequalification to enable us to bid on the construction of the Interstate Bridge between Vancouver and Portland.

We would appreciate your prompt examination of these statements in order that we may be placed on the list of certified contractors as soon as possible and be properly qualified in time to bid on the above work.

Very truly yours,

MACCO CORPORATION

Fred H. Brown

FHB:bw
enc-2

cc: H. B. Glaisyer, Secretary
Oregon State Highway Dept.
Salem, Oregon

COPY

RECEIVED
FEB 6 1956
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
JAN 21 1956
FOR FILING

January 23, 1956

Macco Corporation
14409 S. Paramount Boulevard
Paramount, California

Attention: Mr. Giles C. Parker

Gentlemen:

Your application for plans on the Interstate Bridge between Portland and Vancouver was received this morning and the material is being sent to you by separate mail.

On this particular project prequalification is required of principal contractors with the Highway Department in both the States of Oregon and Washington. Although your Company is amply prequalified in the State of Oregon, we do not find your name among the prequalified contractors for the State Highway Department in Washington. We are assuming that you may wish to bid this project as a principal contractor and, for your convenience, we are attaching to this letter two copies of the prequalification form used by the Washington State Highway Department. It is our understanding that only one of these copies need be returned to the Washington State Highway Department. It should be sent to them at 220 Transportation Building, Olympia, Washington, Attention: Mr. R. H. Kenyon.

As soon as we know that you have been prequalified adequately in the State of Washington, we will then forward to you a bidding proposal for this project.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

FAQ:fp
Enclosure

cc Mr. R. H. Kenyon
Department of Highways
220 Transportation Building
Olympia, Washington

Mr. G. S. Paxson

Phones NEVADA 6-1261
METCALF 3-1121

MACCO CORPORATION

14409 SO. PARAMOUNT BLVD.
PARAMOUNT, CALIFORNIA

January 18, 1956

Oregon State Highway Commission
State Highway Building
Salem, Oregon

Subject: Request for plans and specifications for construction of new interstate bridge and the Oregon Slough Bridges on the Pacific Highway.

Gentlemen:

We are enclosing herewith our check in the amount of $2.00 to cover cost of one set of the subject plans and specifications, for which bids will be received until 9:00 A.M., March 1, 1956.

Very truly yours,

MACCO CORPORATION

Giles C. Parker

Giles C. Parker, m

GCP/lt
Enc.

Sets of plans sent 1-23
Not required in March.

RECEIVED
JAN 23 1956
STATE HIGHWAY COMMISSION

MACCO

RECEIVED
MAR 3 - 1956
FOR FILING

file P

7971
4652
Manson Const. & Eng. Co.

Manson Construction & Engineering Co.

Marine Construction

PILE DRIVING • BRIDGES • WHARVES • FOUNDATIONS

5209 EAST MARGINAL WAY ◆ PHONE LANDER 1404

SEATTLE 4, WASHINGTON

March 7, 1956

Oregon State Highway
Department,
Salem, Oregon.

Gentlemen:

We are returning, under separate cover, two (2) sets of plans and specifications for the Interstate and Oregon Slough Bridges. Bridge Construction No. 7333.

Very truly yours,

MANSON CONSTRUCTION & ENGINEERING CO

Bill Royea

Bill Royea, Estimator

BR:ms

RECEIVED
MAR 8 - 1956
OREGON STATE HIGHWAY COMMISSION
BRIDGE DEPARTMENT

RECEIVED
MAR 8 1956
OREGON
STATE HIGHWAY COMMISSION

7071
4453

February 7, 1956

Hanson Construction & Engineering Company
5209 East Marginal Way
Seattle 4, Washington

Gentlemen:

Plans have been forwarded for the Interstate Bridge, but it has been necessary to send informational material as the estimated cost of this project greatly exceeds your prequalification rating.

Should you wish to bid this job as a principal contractor, you might consider a joint venture with some contractor prequalified in Oregon and Washington whose rating, when added to yours, will at least equal the amount of the bid.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

FAQ:do
cc: O. S. Hanson
cc: P. M. Stenhenson

7971

4653

WASHINGTON STATE HIGHWAY COMMISSION
DEPARTMENT OF HIGHWAYS
OLYMPIA, WASHINGTON

February 1, 1956

Massman Construction Co.
3917 Broadway
Kansas City, Missouri

Gentlemen:

Prequalified Bidding Rate

The Standard Questionnaire and Financial Statement submitted by you has been accepted for the period indicated below. Analysis of the same indicates that the classes and amount of work, in and for which you have been qualified by law, are as follows:

YEAR	CLASSES OF WORK	AMOUNT
1955	5	$10,000,000.00

The amount stipulated above represents the maximum estimated value of incomplete work on hand and new work you have been prequalified to undertake. Obviously, the amount of construction work upon which you will be permitted to bid will be influenced from time to time by changes in the status of work on hand.

Very truly yours,

W. A. BUGGE
Director of Highways

By: R. H. KENYON
Engineer, Plans & Contracts

WAB: LH
RHK

cc: Dinsmore
Oregon State Highway Commission ✓

RECEIVED
FEB 2 1956
STATE HIGHWAY COMMISSION

7971
4653

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
January 27, 1956

SUBJECT:

To: Mr. Floyd Query
Office

Mr. Rhinehart, Washington Department of Highways, Olympia, telephoned informing us that Massman Construction Company's prequalification statement is not quite cleared through their office as they are going to have to return the statement to them as they omitted the corporate seal.

Just as soon as they get the return statement they will notify us. Mr. Massman asked if we had forwarded plans to them, I told him we mailed them on January 18.

CEE

C. W. Head

RECEIVED
FOR FILING
JAN 11 1956
4653

MASSMAN CONSTRUCTION CO.

General Contractors

3917 BROADWAY
KANSAS CITY 11, MISSOURI

PLEASE ADDRESS REPLY TO THE COMPANY
ATTENTION OF THE WRITER

January 10, 1956

NOTED
FLOYD QUERY

Oregon State Highway Department
Salem, Oregon

Attention: Mr. H. B. Glaisyer, Secretary

Gentlemen:

This will acknowledge receipt of your letter of January 5, 1956, regarding our prequalification for the purpose of bidding the Portland-Vancouver Bridge across the Columbia River.

It is our intention in bidding this work to participate in a joint venture with other prequalified contractors whose rating added to ours will at least equal the amount of our bid.

We will keep the new prequalification forms which we received with your letter, and will execute these at a later date in order to continue our prequalification status with your department before the expiration date of April 1, 1956.

Yours very truly,

MASSMAN CONSTRUCTION CO.

By John N. Newell
John N. Newell
Chief Engineer

JNN:bl

prequal 1955 6,000,000

REFERRED TO
BY SECRETARY

RECEIVED
JAN 13 1956

RECEIVED
JAN 6 1956
FOR FILING

January 5, 1956

Massman Construction Co.
General Contractors
3917 Broadway
Kansas City 11, Missouri

Attention: Mr. John N. Newell

Gentlemen:

Your letter of December 28, 1955, addressed to Mr. R. H. Baldock, has been referred to this office for reply. A set of plans and specifications for the Portland-Vancouver Bridge across the Columbia River will be forwarded to you as soon as they are available.

Your firm is prequalified with us in the amount of $6,000,000, and such rating will be valid until April 1, 1956. Although we cannot divulge the exact amount of the estimate, we can tell you that we expect this bridge to cost in the neighborhood of $9,000,000, which is greatly in excess of the prequalification rating we have set for you. As you apparently wish to bid as a principal contractor, we suggest that you consider a joint venture bid with some prequalified contractor whose rating added to yours will at least equal the amount of your bid.

In the event that the status of your Company has improved materially during the last year, it might be to your advantage to submit a new prequalification form and for that purpose we have attached two blank forms, only one of which need be returned to us. In examining your prequalification statement for the year 1955, we note that your Company has not operated singly on any contract in excess of $4,500,000 and in most cases you have gone into a joint venture on projects of $2,000,000 or more.

Respectfully yours,

H. B. Glaisyer, Secretary
OREGON STATE HIGHWAY COMM.

By

Floyd Query, Assistant Secretary

FQ:mm
cc: G. S. Paxson

MASSMAN CONSTRUCTION CO.

General Contractors

3917 BROADWAY
KANSAS CITY 11, MISSOURI

PLEASE ADDRESS REPLY TO THE COMPANY
ATTENTION OF THE WRITER

December 28, 1955

Oregon State Highway Department
Salem, Oregon

Attention: Mr. R. H. Baldock, State Highway Engineer

Gentlemen:

We acknowledge receipt of your letter of December 22, 1955, stating that you intend to advertise for bids on the Portland-Vancouver Bridge, across the Columbia River, on January 13, 1956, with opening of bids on March 1, 1956.

We are requesting that you furnish us one set of plans, specifications, and proposal forms in connection with this project at your convenience.

In response to the last paragraph of your letter, concerning the pre-qualification of bidders, it is our understanding that we are pre-qualified in the amount of $6,000,000.00, and that this pre-qualification holds good in all instances until April 1, 1956. Enclosed please find copy of letter, dated April 18, 1955, from the Oregon State Highway Commission, signed by the Secretary, advising us of our pre-qualification in this amount. In the event that we are not properly cleared for the bidding of this work on March 1, 1956, will you please advise us what further steps should be taken?

Yours very truly,

MASSMAN CONSTRUCTION CO.

By John N. Newell
John N. Newell
Chief Engineer

JNN:bl

STATE OF OREGON

MICROFILMED PUBLIC RECORD

(In accordance with the provisions of ORS 192.040 through 192.070)

Name of Agency: Oregon Dept. of Transportation

Title of Record Series: Construction Contracts

Arrangement of Records: By Contract Number

Index:

INDEXING: Begins with: Contract #4645 Ends with: Contract #4653 Interstate Bridge Plans to be continued

FLASH CARDS: Begins every Contract

Remarks:

Reel No. 80 Reduction Ratio 21:1 Project No.

Camera: Name Bell & Howell Model File Master Film Recordak AHU MICROFILM 1460

CAMERA OPERATOR'S CERTIFICATE

Certification: I hereby certify that I have on this 28th day of January 1981 photographed the documents appearing on this roll of film, that they are true copies of documents, found in the record file described above, and that the integrity of the above described record file has been maintained on the film by microfilming each document in the exact order in which it was found in the file - with the exception, if any, of documents omitted because of technical difficulties and/or by error, as indicated on the film in the cross-reference notes or retake certificate.

I hereby further certify that the microfilm on which these documents are recorded was procured as permanent film of the slow burning cellulose ester or polyester type known as safety photographic film, conforming to applicable standards of the American National Standards Institute; and that the processing conforms to the standards for permanent film; and that samples of film processed by this service are periodically tested.

Signature Leah Fretwell

STATE OF OREGON

MICROFILMED PUBLIC RECORD

(In accordance with the provisions of ORS 192.040 through 192.070)

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Signature Leah Fretwell

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